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City of Buellton General Plan Land Use Element *and* Circulation Element Update

submitted to:
City of Buellton

submitted by:
Rincon Consultants, Inc.

September 29, 2005

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City of Buellton General Plan
Land Use Element *and*
Circulation Element Update

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City of Buellton General Plan
Land Use Element and Circulation Element Update

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ARRIVING IN WINTER 2005:

Conservation and Open Space Element
Safety Element
Noise Element
Public Facilities and Services Element
Parks and Recreation Element

Introduction

The City of Buellton

The City of Buellton is located in the western Santa Ynez Valley of northern Santa Barbara County. Highway 101 traverses the City in a north-south direction. The total area of incorporated Buellton is approximately 1.6 square miles.

The City takes its name from the Buell family who were instrumental in settling the area around the present-day City in the late 1800s. The 2005 population of Buellton is about 4,460. Since the incorporation of the City in 1992, many changes have occurred in the City. The population has grown; many people are employed outside of the City; and Buellton is no longer merely a "crossroads" commercial center devoted to automobile travelers. This general plan for Buellton is an update to the 1993 General Plan, which was the first expression of, and guide to, how the City will develop.

Buellton is one of eight incorporated cities within Santa Barbara County. The City's present Sphere of Influence (SOI) corresponds to the City Limits. The City maintains a Planning Area which functions as a Comment Area. For future development within this area, the City will review applications for consistency with City goals and policies and present comments to the County as appropriate.

Scope and Purpose of the General Plan

A General Plan is required by state law (Government Code Section 65300) and serves as a community's blueprint for the use and development of land within its planning area. This 2005 General Plan Update fulfills this requirement by updating the elements of the City's existing General Plan.

State law requires that the General Plan contain seven interrelated sections, or *elements* (note that the Conservation and Open Space Element accounts for two of the seven required elements):

> ***Land Use***. The Land Use Element describes the various uses to which land within the City may be committed, and designates areas where these uses may take place. In this sense, the Land Use Element is the most basic of the seven required elements. The Land Use Element must be closely coordinated with the other elements to result in a coordinated, orderly and logical development pattern.
>
> ***Housing***. The Housing Element describes how safe, affordable housing will be provided to all present and future City residents anticipated through the time frame of the General Plan. The Housing Element also provides incentives for the production and rehabilitation of affordable housing within the City.
>
> ***Circulation***. The Circulation Element describes how the transportation needs of the city will be met during the time frame of the General Plan. The Circulation Element

identifies where new roadways will be constructed to support the land uses contained in the Land Use Element, and also contains provisions for the use of alternate modes of transportation, including bicycle and pedestrian circulation plans.

Conservation and Open Space. The Conservation and Open Space Elements are often combined as one General Plan element. These elements describe the diverse natural and human-made resources in and around Buellton, and how these resources will be preserved and protected during the time frame of the General Plan.

Safety. The Safety Element describes the natural and human-made hazards in and around Buellton, and how the effect of these hazards can be minimized.

Noise. The Noise Element contains policies and programs to protect residents from exposure to excessive noise.

Although not mandated by State law, other elements may be added as needed to address specific issues. The Buellton General Plan contains three such elements: Economic Development, Public Services, and Parks and Recreation.

Economic Development. The Economic Development Element describes methods by which the City will strive to achieve and maintain economic vitality, create jobs, finance infrastructure improvements and provide other needed facilities and services during the time frame of the Plan.

Public Facilities and Services. The Public Facilities and Services Element describes the existing public services and facilities serving Buellton, and outlines the improvements to facilities and services that will be needed during the time frame of the Plan.

Parks and Recreation. This Element describes how parks and recreation facilities and services have been and will be provided to meet the needs and desires of the City's residents.

The General Plan Update consists of three phases. The first phase consisted of the Housing Element Update, and was completed in 2004. The second phase includes updating the Land Use Element and Circulation Elements to address year 2025 development of the vacant and under-developed lands within the City limits. The third phase of the General Plan Update consists of updating the remaining elements of the General Plan (i.e., Conservation and Open Space, Safety, Noise, Public Services, and Parks and Recreation).

The General Plan must be a comprehensive, long-term document. The Buellton General Plan provides a framework for the orderly growth and development of the City for the next twenty or more years from our vantage of today. Accordingly, the General Plan Update's planning horizon is the year 2025. The General Plan, however, will be amended from time to time to keep pace with the changing needs of the community.

The General Plan Update clarifies and articulates the City's intentions with respect to the rights and expectations of the community, including residents, property owners, and businesses.

Through the Update, the City informs these groups of its goals, policies, and standards, thereby communicating expectations of the public and private sectors for meeting community objectives.

Since the General Plan is the constitution for all future development, any decision by a city affecting land use and development must be consistent with the General Plan. This includes proposed development projects and subdivisions. An action, program, or project would be considered consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.

Each of the General Plan Elements contains Goals, Policies and Programs. "Goals" are statements that provide direction and state the desired end condition. Policies are specific statements that guide decision-making. They indicate a clear commitment by the City and generally serve as mandatory criteria. The Programs outlined in each element support the goals and policies by providing specific actions and standards to carry out the element. The goals and policies of the general plan can be used not only in managing growth, but also in imposing dedications and impact fees on new projects.

City decision-makers will interpret the policy direction of the General Plan and will use the plan as a blueprint for:

- *Choices about the use of land;*
- *Conservation and development of new housing;*
- *Provision of supporting infrastructure and public and human services;*
- *Protection of environmental resources;*
- *Protection of people and property from natural and man-made hazards;*
- *Allocation of fiscal resources; and*
- *Population growth.*

Although the General Plan establishes a basis for judging whether specific development proposals and public projects comply with General Plan goals, policies, and programs, the interpretation of General Plan policy guidance often requires City decision-makers to balance a variety of City priorities. For example, the City's desire for additional affordable housing would need to be balanced with the City's desire to maintain the integrity of the City's commercial downtown core.

The General Plan Process

To establish policy parameters on growth and development within the City, several key tasks were conducted to gain public input and provide a forum for the Planning Commission and the City Council to make decisions and provide policy direction:

- A Real Estate Market Analysis was prepared to evaluate the amount of land allocated for various purposes.
- A Fiscal Impact Analysis was conducted to evaluate direct operating fiscal impacts to the City associated with future development in the City.
- A Baseline Report was prepared to provide an inventory of existing conditions in the

City that would likely influence future growth and development in the City of Buellton through the year 2025.

- A series of three public hearings were held on January 6, 13, and 20, 2005 to discuss and present the General Plan Land Use Element growth alternatives.
- The City Council, at its January 20, 2005 meeting, directed that the EIR should study the impacts of the alternative that would result in the greatest theoretical production of affordable housing by designating 11 "key sites" with an Affordable Housing Overlay Zone (AHOZ). The goal of this directive was to ensure that sufficient information was collected and analyzed to determine the appropriate level of growth for the City.
- An Environmental Impact Report (EIR) was prepared to evaluate the environmental impacts associated with the Land Use Element and Circulation Element Update.

The adoption of the Land Use and Circulation Element Update generally must follow the procedures set forth in California Government Code section 65350 et seq. At least one public hearing must be held by the City Planning Commission, followed by one public hearing by the City Council.

The Planning Commission's recommendation must be made by the affirmative vote of not less than a majority of its total membership.

At the conclusion of the public hearing process, the City Council will be asked to approve the Land Use and Circulation Element Update with or without changes after having first taken action to certify the EIR as to its compliance with the provisions of the CEQA Statutes and Guidelines.

For the subsequent phase of the 2005 General Plan Update process, the remaining elements of the General Plan will be updated, an environmental document will be prepared to evaluate impacts associated with the element updates, and an additional adoption process, including a Planning Commission hearing and City Council hearing, will occur.

Relationship to Other Plans

The Buellton General Plan governs land use decisions within the incorporated boundaries of the city. Lands outside the city are governed by the Santa Barbara County Comprehensive Plan, which designates much of the land surrounding Buellton for large-lot agriculture and open space. Policies of the County's Comprehensive Plan encourage continuation of these land uses. Other planning documents that affect Buellton include the Clean Air Plan (CAP), adopted by the Santa Barbara County Air Pollution Control District (APCD) to comply with State and federal Clean Air laws, the Santa Barbara County Congestion Management Plan (CMP), which is intended to reduce traffic on the county's highways, and the Santa Barbara County Association of Governments (SBCAG) Regional Transportation Plan (RTP), which is intended to reduce traffic congestion on local and regional multi-modal transportation facilities. It should be noted that the City retains authority over most transportation decisions, including transit decisions, within the City. The Buellton General Plan contains policies and programs that supplement the requirements of each of these plans.

Special Districts

In addition to the city, several special districts are involved with shaping Buellton's future. The Buellton Union School District provides education facilities and services for elementary and middle school aged children. The Santa Ynez Valley Union High School District includes Buellton and provides high school education. The Santa Barbara County Flood Control District manages regional drainage systems around Buellton that protect people and property from flood hazards. The Santa Barbara County Fire Protection District provides fire protection services to the City. Other special districts, such as the Metropolitan Transit District (MTD), Santa Ynez River Water Conservation District Improvement District #1 (SYRWCDID#1), and Oak Hill Cemetery District (OHCD), may also influence Buellton's future. Thus, the implementation of this Plan will require a coordinated effort among these different public agencies.

Vision Statement

Vision Statements are both retrospective and forward thinking: they provide an image of how a community views itself and its future, building upon what it has learned and accomplished in the past. For Buellton, this perspective draws upon its traveler service orientation, desire for independent governance, the beauty of its natural setting, and its strategic geographic location at the cross roads of Hwy 101 and 246,. The statements that follow convey the shared vision for the community throughout the General Plan buildout horizon to the year 2025. As such, these statements are deliberately broad and serve as the springboard for definitive polices and programs that are embodied within each of the Elements of the General Plan.

Self-Image

A developing community in a rural setting that values its "small town" feel by encouraging the amenities afforded through thoughtfully planned growth without sacrificing the quality of life that makes Buellton so desirable.

Urban Form

A community that seeks to create a vibrant downtown oriented along Avenue of Flags to which visitors and residents will be attracted as a point of destination.

A community that strives for physically connected neighborhoods by creating safe and convenient passage by pedestrians.

Environmental

A community that respects the natural character of its hillsides, creeks and river, while integrating these amenities with its urban facilities.

A community that balances new development with the goal of preserving the natural features of building sites, promoting resource conservation and protecting views of the area's scenic backdrop.

Economic

A community that encourages free market enterprise and respects the rights of private property owners while directing new development in ways that realize urban design objectives and promote economic vitality.

A community that seeks to sustain itself by building upon its rural heritage, enhancing its existing economic assets, and promoting appropriate new development in ways that broaden the range of employment, retail and manufacturing opportunities.

Social

A community that actively promotes citizen involvement and volunteerism, practices tolerance toward others, and encourages cooperation among civic organizations.

A community in which residents collaborate with each other and with the city government in an informed, active, and constructive manner.

Governmental

A community that values its sovereignty but also recognizes the importance and responsibility to engage in broader dialogue outside its boundaries.

A community that is governed by elected officials, advisory bodies and professional staff that are committed to customer service excellence and enhancing the quality of life of its citizens and visitors in an environment of courtesy, integrity, respect, and safety.

Planning and Design

A community that expects that new development is responsive to the rural setting and City goals for the future.

A community that values the quality of life afforded by its compact urban form, promotes infill development, with an emphasis on housing affordability.

Land Use Element

Land Use Element

Introduction

The purpose of the General Plan Land Use Element is to provide an orderly plan for the general distribution, location and intensity of land uses within the City of Buellton. The Land Use Element describes long-range goals for the physical development of the community, both in terms of land use type and intensity, as well as urban character and form. This Element includes the General Plan Land Use Map, which presents a graphical representation of land use policy that corresponds with descriptions of the General Plan land use designations and zoning districts. The Land Use Element also describes the intensity or density of development expected for the community based on the proposed land uses.

The City Limits, as well as the boundaries of the City's Sphere of Influence and Planning Area, are depicted on Figure LU-1. This Land Use Element provides for the opportunity for infill development within the City limits. The City's Sphere of Influence is currently coterminous with the City Limits, and the Land Use Element does not currently project growth outside of the existing City Limits. However, the Land Use Element contains policies and programs that call for a future Sphere of Influence study to identify planned growth areas to include in the City's Sphere of Influence and indicate the maximum potential geographical boundaries to which the City may grow in the foreseeable future. The City also has a "Comment Area" that consists of County lands for which the City will review future development applications for consistency with City goals and policies and present comments to the County as appropriate.

As the City grows, the Land Use Element goals, policies, and programs are intended to preserve the small town character of Buellton.

Relationship to Other General Plan Elements and the Zoning Ordinance

The Land Use Element sets forth the policies for the types and location of land uses throughout the City. The Zoning Ordinance Zoning Map implements the Land Use Element and its policies by establishing specific City regulations and standards for the development of parcels of land. The Zoning designation for a site must be consistent with the General Plan in relationship to land use category.

Section 65300.5 of the California Government Code requires the General Plan and its Elements to be "an integrated, internally consistent and compatible statement of policies...". The Land Use Element is consistent with the other elements of the General Plan, supporting and complementing the Plan's goals and policies. For example, the Land Use Element provides adequate sites for housing development to meet the affordability requirements and other special needs of the community as identified in the Housing Element. The amount, distribution, and timing of growth expressed within the Land Use Element must be coordinated with the anticipated road capacity and performance standards established in the Circulation Element. Similarly, the other General Plan elements ensure that future development occurs in an appropriate manner and that the unique aesthetic and environmental qualities of Buellton are safeguarded and enhanced.

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Source: MNS Engineers, January, 2004.

N

0 0.25 0.5 0.75 1 Miles

City Limits and Sphere of Influence

Existing City Limits and Sphere of Influence

Figure LU-1

Avenue of Flags/Highway 246 Urban Design Plan

Currently, the City's "downtown" lacks well-defined boundaries, since commercial uses in the City are arranged to serve travelers on Highways 101 and 246. As a consequence, the focal points of business, cultural and government activities in the City are spread along Avenue of Flags and Highway 246. The Avenue of Flags area has served as the community's gathering place, and the traditional focus of commercial and cultural activities. The wide, grassy medians down the middle of the Avenue are an aesthetic asset that provides a sense of identity for the community.

Many of the properties in the commercial core of the City, bisected by Avenue of Flags and Highway 246 near Highway 101, are underutilized. Many of the businesses are small and diverse, ranging from small motels and restaurants to shops catering to the needs of visitors and local residents.

In response to these conditions, an Avenue of Flags/Highway 246 Urban Design Plan has been prepared to provide an overall vision for Buellton's downtown core. The Avenue Revitalization Area boundaries are depicted in Figure LU-6. The Plan was completed in December 2002 and outlines a variety of recommendations regarding land use, circulation, parking and streetscape improvements. The Plan encourages commercial retail uses along the Avenue of Flags and Highway 246 as a destination and not just a pass-through area for highway users and visitors to the Santa Ynez Valley.

Fundamental recommendations put forth in the Urban Design Plan and reflected in the policies and programs of the General Plan Land Use Element are discussed below.

Visitor Services/Highway Commercial

Visitor services should include the following uses mostly at the district edges: traveler related retail, hotel or motels, and RV parking. The downtown core should include visitor services that allow travelers to exit the highway, use the services, and enter back onto the freeway efficiently.

Retail and Office Development

The properties directly fronting the Avenue should include new retail and office development to support Buellton residents and visitors. This should consist of buildings with storefronts oriented towards the enhanced street environment.

Mixed Use Development

In the Revitalization Area, new mixed use development should be developed to create a core of uses and activities that will become the "downtown" of Buellton. New uses include:

- A commercial focus (retail and office)
- Visitor Focus Retail (hospitality and entertainment)
- Civic uses (government and recreation)

- Residential integrated throughout the Downtown district area (vertical)

Residential Development

New residential uses in the Revitalization Area should be integrated into mixed use developments (above and behind street front commercial uses) and as stand alone attached housing, such as condominiums, apartments and townhouses. This will occur on the east side (lot depth) behind street fronting retail/office. The residential development should take advantage of existing infrastructure, as well as be located in the core area of Buellton.

Civic Center

A new Civic Center facility with City Hall/Community Center should be located downtown. In the future, reuse of existing civic uses such as City Hall, police, planning department, library and others along Highway 246 can open up new development opportunities within the Revitalization Area.

Open Space and Recreation

Opportunities for open space and recreation include a new passive park and trail along Zaca Creek (east of the Avenue). This would help buffer noise from Highway 101 along the Avenue. The trail would also link to the Santa Ynez River and trail to the south.

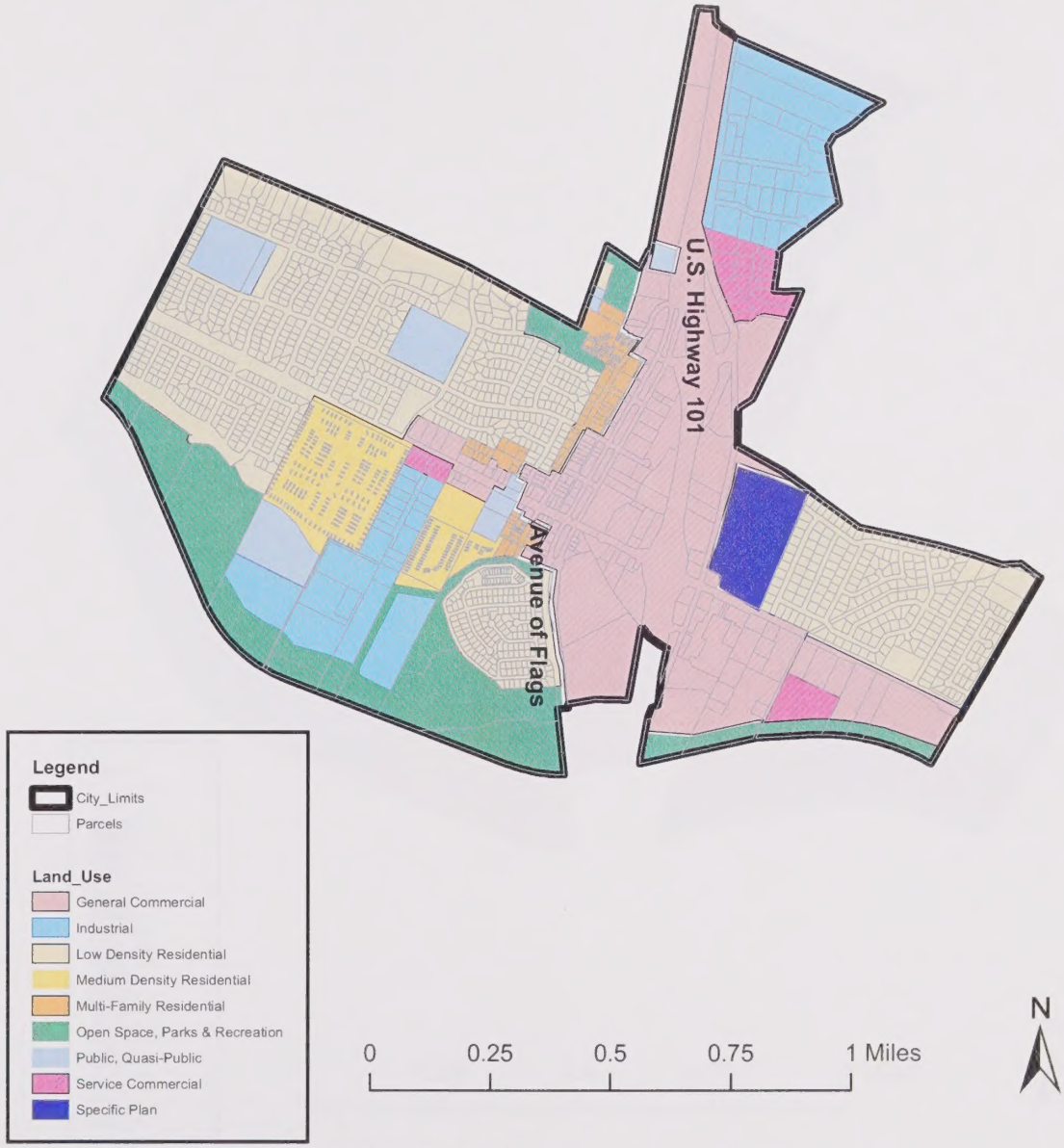
A "linear park" along the Avenue, with a pedestrian walkway, can also be created on the existing median. The Avenue median would have usable community space and would be developed into different use areas including:

- Exhibits area for art pieces such as sculptures and other local art exhibits
- Walkway and community gardens
- A special water feature located in the median
- A visitor serving/community gathering area and kiosk
- Space for community events area for car shows and farmers markets along the edges of the existing median

General Plan Land Use Plan

The City's Land Use Classification System provides an organized approach for defining land uses and the allowable density or intensity of development for each use. The term density is used for residential uses and refers to the population and development capacity of residential land. Density within this Element is described in terms of dwelling units per net acre of land (du/acre), exclusive of existing and proposed streets and rights-of-way.

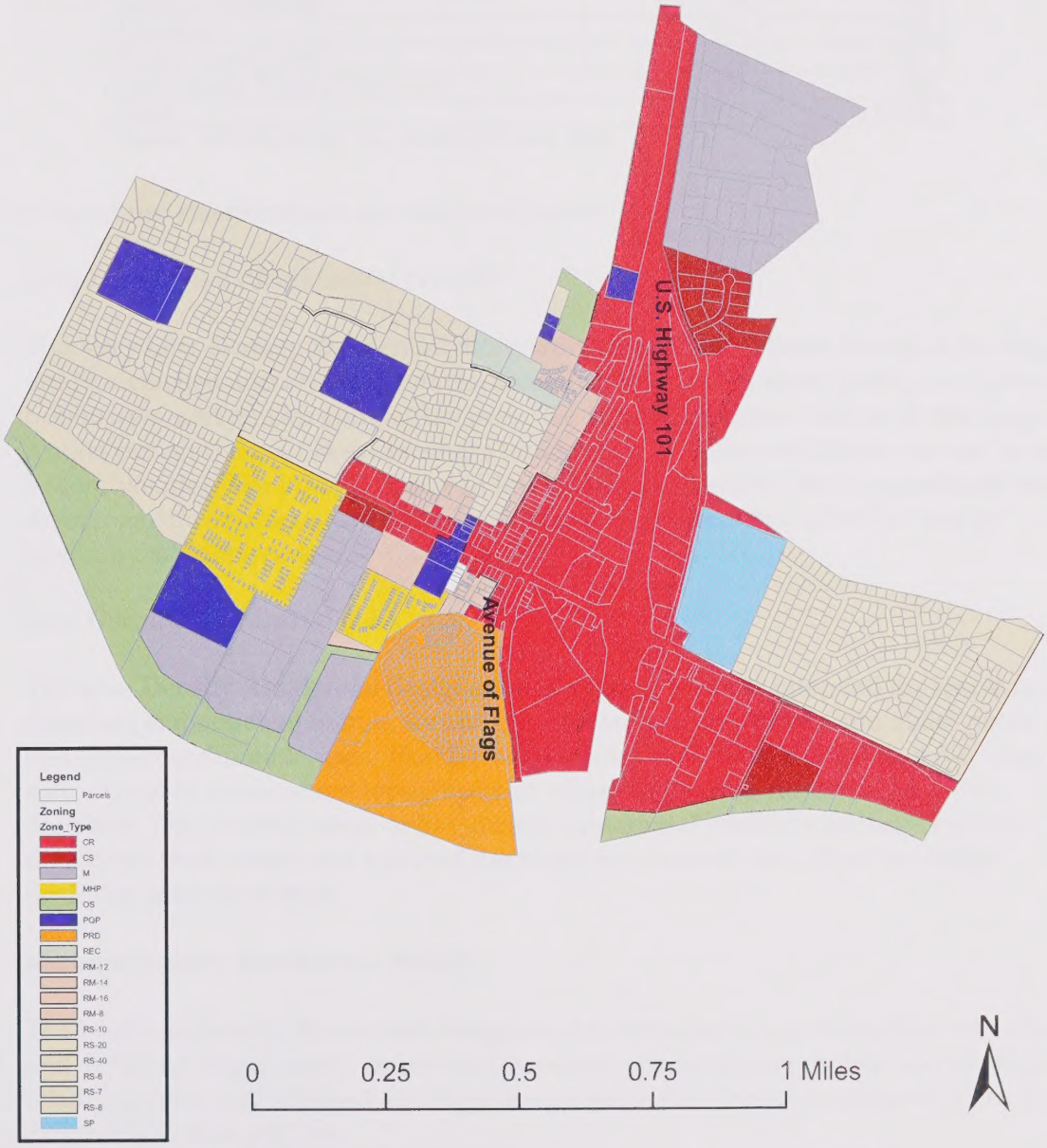
Table LU-1 lists the acreage for each land use category under the City's proposed General Plan Land Use Element. These land use categories are depicted on Figure LU-2, General Plan Land Use map. The corresponding City zoning map is depicted on Figure LU-3.



Source: MNS Engineers, Inc. and City of Buellton. February 2005

Proposed General Plan Land Use Map

Figure LU-2



Source: MNS Engineers, Inc. and City of Buellton. March 2005

Proposed General Plan Zoning Map

Figure LU-3

Table LU-1: City of Buellton General Plan Land Use Acreage

Land Use	Area (acres)	Percent of Total Area
Low Density Residential	342.9	33%
Medium Density Residential	54.1	5%
Multi-Family Residential	21.2	2%
Neighborhood Commercial		0%
General Commercial	295.7	29%
Service Commercial	25.3	2%
Industrial	118.7	12%
Public, Quasi-Public	39.8	4%
Open Space, Parks & Recreation	127.9	12%
Total	**1025.6**	100%

Source: MNS Engineers, Inc., Buellton GIS data, 2004.

The City's land use classifications are described below:

Very Low Density Residential (VLDR)

The Very Low Density Residential designation is applied to lands intended for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar compatible uses. Residential densities shall be in the range of 1-2 units per acre, except in areas where topography or other conditions warrant even lower densities. The possible range of low density residential products includes custom dwellings, tract homes and planned development projects that allow for design flexibility and innovation.

Low Density Residential (LR)

The Low Density Residential designation is applied to lands intended for single family detached and attached homes, secondary residential units, public and quasi-public uses, and similar compatible uses. Residential densities shall be in the range of 3-6 units per acre, except in areas where topography or other conditions warrant even lower densities. The possible range of low density residential products includes custom dwellings, tract homes and planned development projects that allow for design flexibility and innovation.

Medium Density Residential (MDR)

The Medium Density Residential designation is intended to accommodate both attached and detached single family residential development, including mobile homes, duplexes, condominiums and planned development projects. Residential densities shall be in the range of 4-8 units per acre.

Multi-Family Residential (MFR)

This designation provides for single and multi-family residential units, public and quasi-public uses, and similar compatible uses. Residential densities shall be in the range of 9 to 16 units per gross acre.

Neighborhood Commercial (NC)

The Neighborhood Commercial designation is intended to provide retail sales and personal services primarily for the convenience of surrounding residential areas, and secondarily to provide shopping opportunities for the City as a whole. More specifically, this designation is intended to accommodate the development of retail centers that include a grocery store, drug store and ancillary uses such as a laundromat, barber, and video rental store, provided, however, that the size of individual businesses or tenant spaces shall not exceed 5,000 square feet in floor area. In addition, this designation allows public and quasi-public uses and similar compatible land uses.

General Commercial (GC)

This designation is applied to lands intended to accommodate the widest range of commercial, retail, wholesale and office uses, as well as similar compatible uses. This designation also allows for the development of mixed use at a maximum density of ten dwellings per gross acre, as determined by the variable limit. The General Commercial designation has been applied to the existing commercial core of the City along Highway 246 and Avenue of Flags, as well as to the large undeveloped parcels on the east side of Highway 101. The General Commercial designation may also accommodate motels, restaurants and similar businesses oriented toward tourists.

Avenue of Flags Commercial District

Service Commercial (SC)

This designation is intended for heavier commercial and/or light industrial uses that often need large lots and buildings, but would be inappropriate for either the General Commercial or Light Industrial land use designations. Such uses would include furniture stores, new or used car sales, farm and ranch supply stores, and hardware/lumber stores as well as food processing and manufacturing which does not generate a lot of noise or waste. This designation has been applied to the parcels fronting Thomas Road at the intersection of McMurray Road.

Industrial (I)

The Industrial designation provides for light manufacturing, warehousing, trucking and similar and compatible uses. This designation is applied to parcels along Industrial Way south of Highway 246, and Easy Street and Commerce Drive east of McMurray Road.

McMurray Road Industrial District

Public/Quasi-Public (P)

This designation provides for government owned facilities, schools and quasi-public uses such as churches and meeting halls. This designation is applied throughout the City on City owned land, schools, churches and other public or quasi-public lands.

Open Space/Parks and Recreation (OS)

This designation will be applied to public and private open space and parkland within the City. Open space includes areas subject to hazards such as flooding and steep slopes, as well as areas to be preserved for their visual, biological and/or recreational value.

The City of Buellton's overlay designations are described below:

Redevelopment Area Plan

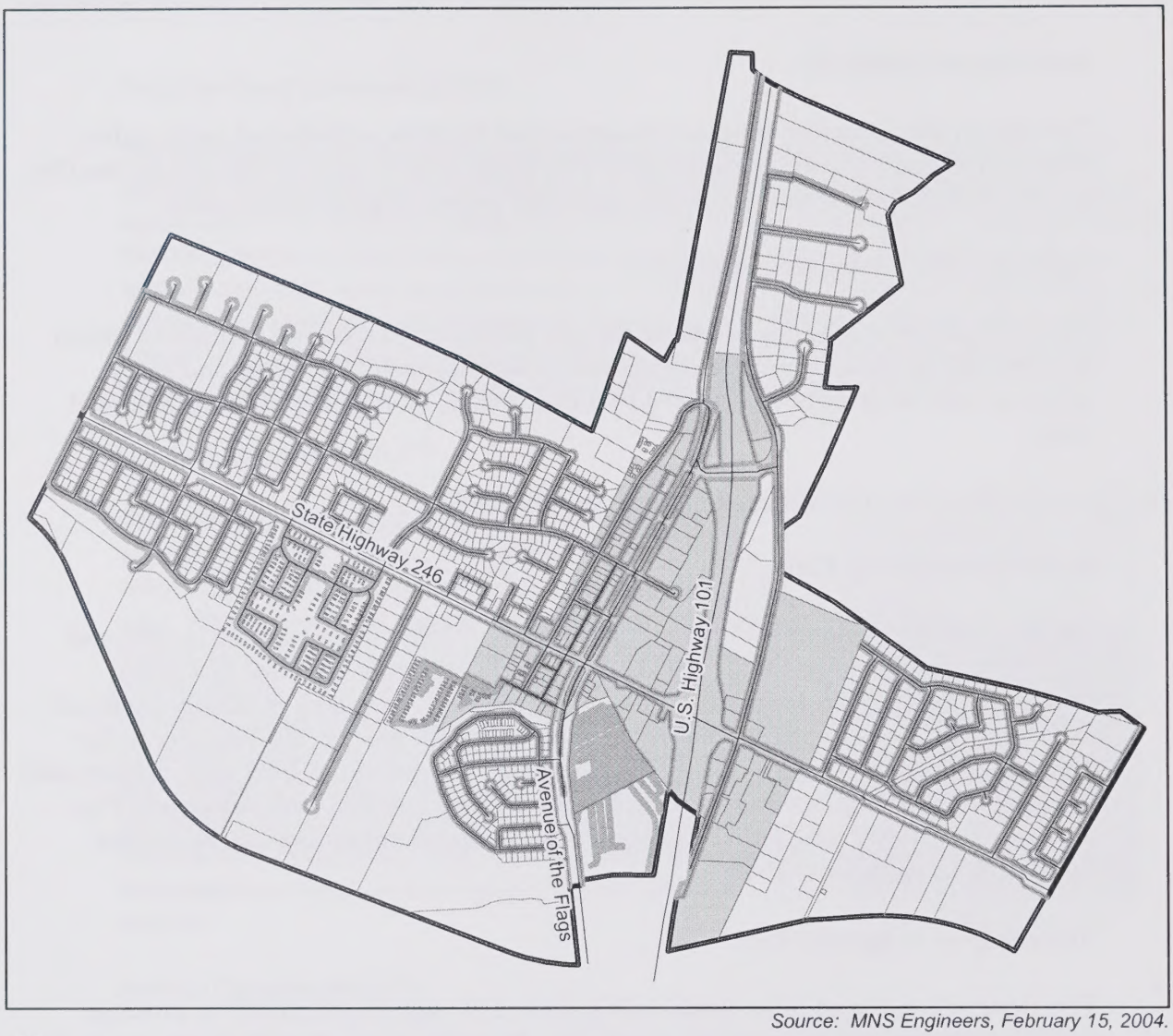
The Buellton Redevelopment Plan (or "Improvement Plan") was adopted in 1993 and establishes a redevelopment area of about 180 acres generally bounded by Central Avenue to the west, Freer Drive to the east, the southerly terminus of McMurray Road to the south and the intersection of Avenue of Flags with the U.S. 101 Freeway to the north (refer to Figure LU-4). The Redevelopment Plan delineates land uses, policies and programs, circulation, access and related features. The Buellton Redevelopment Plan serves as a guide for long term development and improvements that can be funded through redevelopment funds.

Areas Subject to Specific Plan

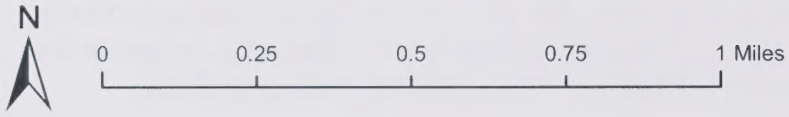
This designation is applied to lands with potential for significant growth to promote specific planning and performance standards. The only area in the City that is currently designated as "Specific Plan" is the Oak Springs Village Specific Plan area, located in the northeast portion of the City, north of Highway 246 and east of McMurray Road.

Affordable Housing Overlay Zone

The Affordable Housing Overlay Zone (AHOZ) designates key sites to be "stand alone" residential projects irrespective of the underlying zone designation at a density of 25 units/acre. The sites shown on Figure LU-5 reflect the current inventory of candidate properties and the basis of environmental review conducted in association with the General Plan Update. The AHOZ designation provides property owners with a voluntary option to develop housing at densities greater than the underlying zoning designation would otherwise allow. The AHOZ institutes a bifurcated land use entitlement process which grants a 2:1 density bonus (two market rate units above the base density for each affordable



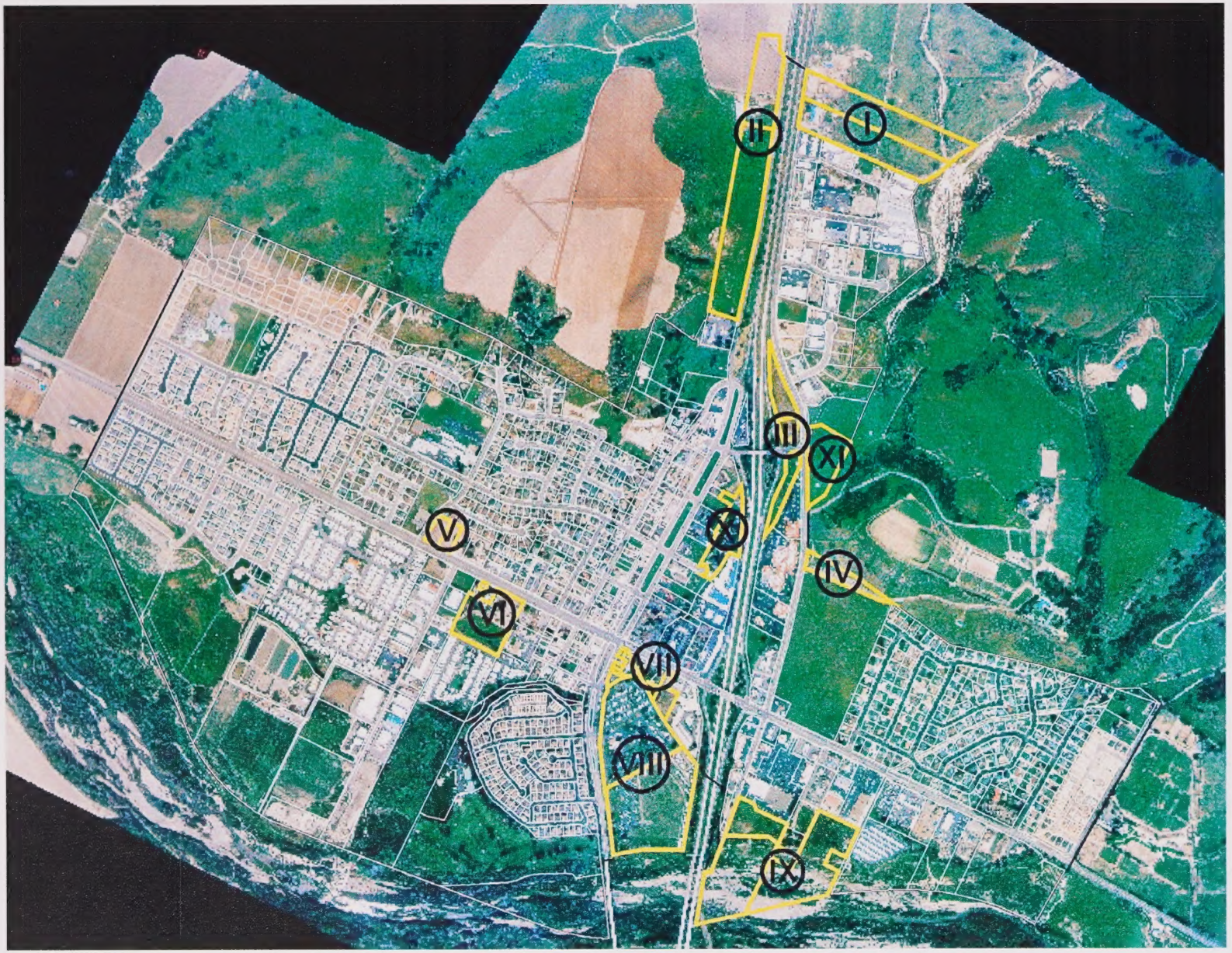
Source: MNS Engineers, February 15, 2004.



City Limits
Streets
Parcels
Redevelopment Area

Redevelopment Area

Figure LU-4



Source: MNS Engineers, Inc., January 2004

Affordable Housing Overlay Zone (AHOZ) Sites

Figure LU-5

low and very low income unit) up to a maximum combined density of 50% above the base. In addition, it imposes an inclusionary requirement based on the apportionment of net RHNA goals, mandating that a minimum of 20% of the base density be affordable to very low, low and moderate income households. The final designation of AHOZ sites shall be undertaken in association with Land Use Element Policy L-20 and periodically updated in association with Housing Element Programs 2.a and 21.a.

Implications of Land Use Policy

Lands within the existing City Limits are currently substantially built out; few vacant parcels remain in the City. Nevertheless, as changes in land use or land use intensity occur citywide consistent with this Land Use Element over the General Plan buildout horizon of 2025, the overall distribution of land use will change. Table LU-2 summarizes the distribution of land use and the corresponding buildout level of development anticipated to result from implementation of land uses in accordance with the Land Use Map, and the goals, policies, and programs contained in this Element. It should be noted that the buildout projections in Table LU-2 have been adjusted for environmental constraints.

Table LU-2. Land Use Element Buildout Projection

Land Use	Existing in 2004	Development Potential	Total at Buildout (2025)
Single-Family Residential	1,204 Units	143 Units	1,347 Units
Multi-Family Residential	568 Units	1,660 Units	2,228 Units
Commercial	2,874,176 ft^2	411,753 ft^2	3,285,929 ft^2
Industrial	985,719 ft^2	815,380 ft^2	1,801,099 ft^2

Note: The relative amount of multi-family residential and commercial development that could potentially occur under 2025 buildout conditions is dependent upon the extent to which potential AHOZ sites with a base zoning designation of General Commercial (CR) convert to multi-family housing in accordance with the permissive AHOZ designation, which allows property owners the option of applying to develop with commercial or multi-family residential housing.

Residential buildout in the City is projected to occur between the years 2009 and 2024, depending on the level of future housing demand in the City. Commercial buildout is projected to occur by 2025. Industrial buildout of the City is projected to occur between the years 2020 and 2025.

Land Use Element Goals, Policies and Programs

Goals

1. To provide effective standards for the location, amount, rate, type and quality of new development so that the local economy remains healthy, attractive residential neighborhoods can expand, the character of the City is preserved, surrounding agriculture is enhanced and maintained, and the natural environment is protected.

2. To manage the growth of the City so that adequate facilities and services can be provided in pace with development.

3. To expand shopping and services that better provide for the needs of the residents.

4. To revitalize the Avenue of Flags and Highway 246 core as an identifiable "downtown," the physical and social center of Buellton and an inviting place for visitors and residents alike.

5. Focus growth inward to accommodate population increases and housing needs. Compact contiguous development within existing City boundaries is preferred over annexation and sprawling development.

Policies

General Policies

L-1 The Buellton sphere of influence, planning area, and land use designations are shown on Figures LU-1 and LU-3. The land use designations and policies of this General Plan apply to the sphere of influence. Public improvements and significant new private development proposed in the planning area shall be reviewed by the City.

L-2 Further annexations to the City may occur when:

a. Substantial public benefit may be realized through the annexations, such as the provision of public open space, additional parkland, or the protection of scenic vistas, or natural resources; or special type of use is proposed that cannot be practically accommodated in the existing city limits.
b. The annexations constitute fiscally sound additions to the City, as documented in a Fiscal Impact Report;
c. Consistency with State law and Local Agency Formation Commission standards and criteria can be assured;
d. Neighborhood identities are not compromised by the annexations;
e. Adequate municipal services can be provided to the annexed area;
f. Annexations are complimentary to ongoing redevelopment efforts regarding infill housing and the vitality of the City's downtown commercial center.
g. Annexations support optimal return from public investment on existing and new roads and bridges, schools, utilities and drainage facilities, transit systems, or other public services and facilities.
h. Ample park land is provided for residential annexations, especially on the east end of the City.

The Planning Commission shall review the merits of a request for annexation based on these criteria, and make a recommendation to the City Council.

L-3 Encourage locally serving businesses such as grocery stores, pharmacies, hardware stores, banks, day care, dry cleaning, and post offices, as well as schools, parks and social centers to locate within easy walking distance (generally ½ mile) of residences. Similarly, new residential neighborhoods should remain within easy walking and bicycling distance from the City center.

L-4 New development shall be restricted from areas where natural conditions are likely to pose a substantial threat to public safety or produce excessive maintenance costs.

L-5 New development shall not be allowed unless adequate public services are available to serve such new development.

L-6 New development shall pay its fair share of providing additional public services needed to accommodate such development. The City shall prepare a fiscal impact assessment model to evaluate the fiscal impacts of new development. The model will assess the net fiscal benefit or cost of new development by comparing projected tax benefits to City service costs. All future development projects, with the exception of affordable housing and projects that require only a zoning clearance, shall be required to prepare a fiscal impact report using this model. All projects for which the fiscal impact assessment model identifies a net negative fiscal impact shall be heard by the City Council.

L-7 New residential development that has the potential of adding significant new school-aged children to the City's population should be coordinated with affected school districts. The proponents of such development shall be encouraged to meet and confer with school officials in advance of the application submittal to coordinate project development with fee payment and facility capacity.

L-8 New development and changes in existing use should adhere to the pattern of land use recommended in the Avenue of Flags/Highway 246 Urban Design Plan for the Avenue of Flags Revitalization Area (refer to Figure LU-6 and the discussion of the Urban Design Plan in the introduction). Non-conforming uses should be encouraged to relocate elsewhere at locations appropriate to the use. Vertical and horizontal mixed-use development should be encouraged in relation to lot depth, and a commercial orientation shall be maintained along the street frontage of the Avenue.

L-9 The entrances to Buellton from the east and west on Highway 246, and from the north and south on the US 101 freeway and Avenue of Flags should be considered important features. New public and private development in these locations should include elements such as signage, landscaping and appropriate architectural detailing that announces that one has arrived in Buellton. Such elements should also be designed to reduce the speed of vehicles entering the City for the safety of pedestrians and bicyclists using and crossing arterial roads. Entrance monuments, as described in the Avenue of Flags/Highway 246 Urban Design Plan shall also be encouraged.

L-10 The City should encourage the protection of historically or architecturally significant buildings from substantial changes in outward appearance in a way that diminishes the historical character.

L-11 New development shall incorporate a balanced circulation network that provides safe, multi-route access for vehicles, bicycles and pedestrians to neighborhood centers, greenbelts, other parts of the neighborhood and adjacent circulation routes.

L-12 All exterior lighting in new development shall be located and designed so as to avoid creating substantial off-site glare, light spillover onto adjacent properties, or upward into the sky. The style, location and height of the lighting fixtures shall be submitted

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Source: RRM Design Group and Thomas E. Figg Consulting Services, 2002

Not To Scale

Avenue of Flags Revitalization Area

Figure LU-6

with building plans and shall be subject to approval by the City prior to issuance of building or grading permits, as appropriate.

L-13 Master plans for sewer, water, roads, drainage and other public improvements shall be required for new development that includes at least 100 housing units or 200,000 square feet of commercial or industrial development, unless otherwise specified by the City Public Works Director. The scope of these master plans shall be further defined in the General Plan Public Facilities and Services Element.

L-14 To help maintain the beauty of the City, property owners shall be encouraged to maintain their property in a neat and orderly manner. The City will continue to enforce the property maintenance standards of the Buellton Municipal Code.

L-15 The City shall monitor the gap between the availability of jobs and housing within Buellton and work with SBCAG to explore options for reducing the City's jobs/housing imbalance.

Residential Development

L-16 Higher residential densities should be concentrated along major transportation corridors to maintain the existing small town character of Buellton.

L-17 Maintain the pace of new residential growth by requiring phasing of large residential projects (i.e., projects of 100 or more units). Phasing shall regulate the timing of residential growth in an orderly way considering the following: infrastructure, local employment increases, environmental resources, economic factors, school enrollment and sustainability.

L-18 The maximum allowable residential density for new residential subdivisions or development projects shall be computed based on the gross area of the lot before dedications for highway setbacks, parks, streets, or other requirements

L-19 The form, scale and character of new residential development should be compatible with the existing development context (e.g., density, design features, etc.) of adjacent development areas.

L-20 Amend the zoning ordinance to include an "Affordable Housing Overlay Zone" (AHOZ) that promotes the development of affordable housing, as described in Program 2 of the Housing Element. The AHOZ designates the key development sites (consisting of one or more candidate properties shown in Figure LU-5) and permits, but does not require residential development as an alternative to the base zoning.

L-21 The City shall encourage the development of secondary dwelling units within residential areas (in furtherance of Program 4 of the Housing Element) as a way to provide for more efficient use of a limited land resource while dispersing affordable housing over a larger geographic area.

L-22 The City shall promote mixed-use projects and the development of multi-family infill to existing developed properties (in furtherance of Programs 3 and 4 of the Housing Element) that is architecturally and environmentally sensitive and is compatible with neighboring land uses. The re-designation of properties located at 359, 355, and 353 Palm Way from Low Density Residential RM-7 (7 units per acre) to Multi-Family Residential RM-16 (16 units per acre) is expressly subject to further review at the time new development is proposed; specifically, issues of utility installation, vehicular access and off-street parking shall be evaluated before existing land use may be intensified.

L-23 For property with a General Commercial (GC) land use designation and frontage upon Avenue of Flags or Highway 246, new residential development may only be allowed: (i) as part of mixed use projects, subordinate in character and scale to principal permitted commercial uses; (ii) located above or behind commercial uses facing the street; and (iii) where sufficient vehicle access and parking is provided for both residential and commercial uses. Exemptions to this policy may only be granted by a majority vote of the City Council when all of the following findings can be made: (i) compelling public interests are served (e.g., provision of affordable housing) or circumstances particular to a project or site warrant such an exemption (e.g., site characteristics, development constraints, neighborhood compatibility, environmental setting, community benefits and other relevant factors); (ii) the viability of the remaining commercial corridor is not jeopardized; and (iii) the City's economic and fiscal goals are not compromised.

Commercial Development

L-24 New commercial development shall be encouraged in Buellton along Avenue of Flags and Highway 246. In general, new commercial development should provide a wider range of retail shopping opportunities for the community.

L-25 The visitor-serving sector of the local economy should be maintained and, as demand increases, expanded.

L-26 Offices should be allowed on Avenue of Flags.

L-27 Sidewalk areas in the commercial core along Avenue of Flags and Highway 246 should allow for the free flow and safe of pedestrians.

L-28 New commercial development should incorporate elements to encourage pedestrian access and to screen parked areas from public view.

L-29 Residences shall be allowed in conjunction with compatible commercial development on land designated General Commercial. The City shall encourage mixed use development as outlined in Program 3 of the Housing Element by adopting a variable limit for mixed use units, increasing allowed building heights, allowing off-street parking credits for on-street and shared parking, and using a density definition that is adjustable for unit sizes. The mixed use development shall only occur in the General Commercial (CR) designation.

L-30 New development should be required to incorporate streetscape features promoted in the Avenue of Flags/Highway 246 Urban Design Plan or otherwise contribute toward the cost of installing such features along the property frontage. New development should also adhere to planning principles promoted in the Avenue of Flags/Highway 246 Urban Design Plan: storefronts should be sited close to the street to better define the street edge and building frontages at street level should be appropriately designed at a human scale (refer to the picture below).

Pedestrian-oriented buildings and sidewalks welcome people to walk along the Avenue

L-31 The City should identify one or more potential sites for a new civic center to compliment revitalization goals and create a discernable downtown. To the extent feasible, the Civic Center should incorporate a new City Hall, leisure and cultural services (e.g., library, senior/community center, etc.) and public services performed by other governmental agencies (e.g., sheriff, fire administration, building and safety, etc.).

L-32 The City should actively promote and pursue development of a unified street scene along the Avenue of Flags as envisioned in the Avenue of Flags/Highway 246 Urban Design Plan (see Avenue of Flags conceptual streetscape master plan on following page). Elements include new district monumentation and signage, thematic paving features, decorative street furnishings (e.g., a clock, benches, banners, flags, light standards, trash receptacles, etc.), embellished pedestrian crosswalks and redevelopment of center medians into park-like settings.

L-33 The conversion of commercially-designated lands to residential use should only be allowed when the City receives substantial public benefit, including or exceeding the public benefit realized by the provision of affordable housing in accordance with the City's affordable housing programs.

Industrial Development

L-34 Industrial development shall be encouraged in the area east of McMurray Road on Easy Street and Commerce Drive, and on Industrial Way.

L-35 Encourage agricultural support businesses on appropriately designated lands so that Buellton remains a regional center for the surrounding agricultural, ranching, and rural residential areas.

L-36 Existing businesses that cater to the needs of ranching and agricultural operations should be encouraged to locate in the Service Commercial or Light Industrial districts, as appropriate.

Programs

It should be noted that the program timeframes identified below represent tentative estimates. Actual timeframes for program implementation will depend upon staff and funding availability, and other factors.

1. The City will update its Zoning Ordinance and district map to reflect the land use designations and related policies of this General Plan, as amended, including the Avenue of Flags /Highway 246 Urban Design Plan. Where necessary, the new zoning districts and standards applicable to Buellton shall be created.

Responsible Agency/Department:	Planning Department
Timeframe:	2005
Funding:	General fund and redevelopment tax increment
Monitoring:	Planning Department

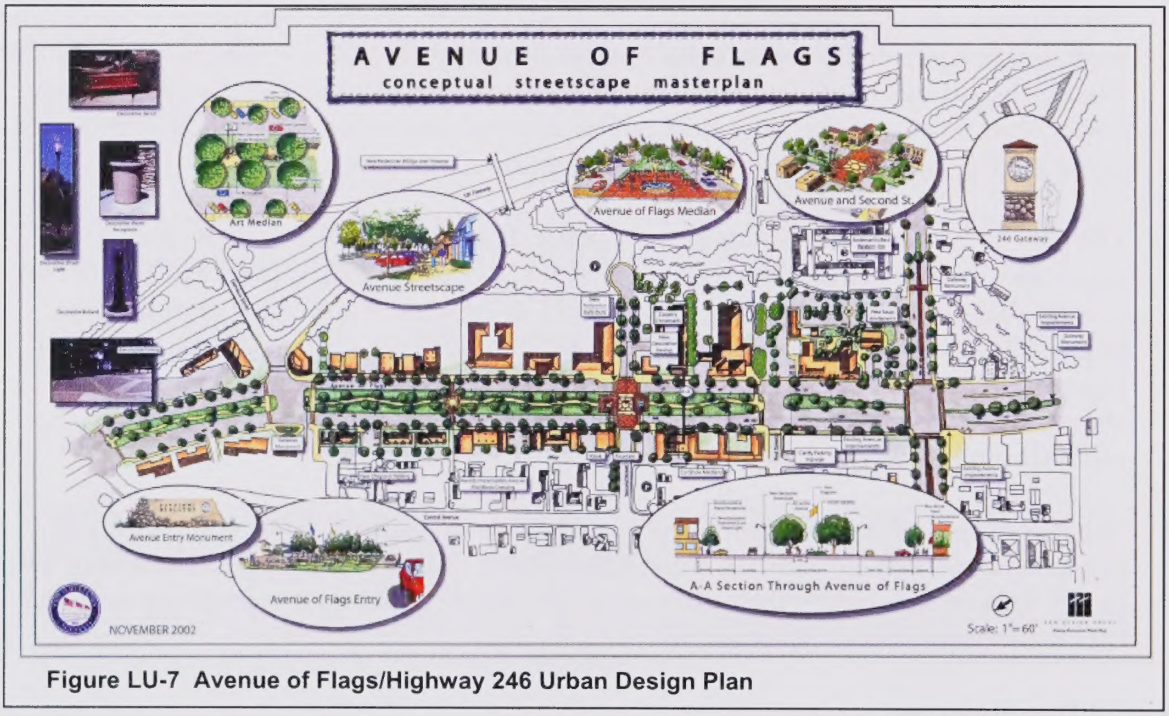


Figure LU-7 Avenue of Flags/Highway 246 Urban Design Plan

2. The City will amend its Zoning Ordinance to: (i) institute flexible development standards governing mixed-use projects, building height limits, lot coverage requirements and on-street parking consistent with the planning principles embodied in the Avenue of Flags /Highway 246 Urban Design Plan; and (ii) narrow the range of allowed commercial uses to those which implement the visitor-serving, professional

office, commercial retail and mixed use land use objectives of the Plan and prevent future instances of non-conforming uses within the Avenue of Flags Revitalization Area.

Responsible Agency/Department:	Planning Department
Timeframe:	2006
Funding:	General fund
Monitoring:	Planning Department

3. The City will update the Community Design Guidelines to refine architectural themes, impose streetscape standards for the interface between the public and private property (e.g., arcade design, sidewalk planters, etc.). The City will also establish public improvement dedication requirements (or an in-lieu fee option) as necessary and appropriate to implement the Avenue of Flags /Highway 246 Urban Design Plan.

Responsible Agency/Department:	Planning and Public Works Department
Timeframe:	2005-2007
Funding:	General fund and redevelopment tax increment
Monitoring:	Planning Department

4. The City will initiate amendment of the Buellton Improvement Project Redevelopment Plan to institute compulsory design review for all future development within the Avenue of Flags Revitalization Area to ensure consistency with the planning principles embodied in the Avenue of Flags /Highway 246 Urban Design Plan.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	Redevelopment tax increment
Monitoring:	Planning Department

5. The City will prepare a physical concept plan, including a design concept map and corresponding design guidelines, for the Highway 101 corridor to provide motorists a clear indication of the attractive character of the community and activities available to travelers. The physical concept plan should emphasize high quality design of structures located immediately adjacent to the Highway 101 on- and off-ramps in the City.

Responsible Agency/Department:	Planning and Public Works Department
Timeframe:	2005-2010
Funding:	Redevelopment tax increment
Monitoring:	Planning Department

6. The City will identify those properties within the Avenue of Flags Revitalization Area that are inherently in conflict with the Avenue of Flags /Highway 246 Urban Design Plan and seek cooperative resolution through owner participation, property rehabilitation, cooperative acquisition and compliant redevelopment.

Responsible Agency/Department:	Planning and Public Works Department
Timeframe:	2006-2007

Funding:	Redevelopment tax increment
Monitoring:	Planning Department

7. The City will update the preliminary facility analysis performed in conjunction with the Avenue of Flags /Highway 246 Urban Design Plan, affirm the range of users and space utilization, quantify building and site requirements, determine infrastructure needs, define site selection criteria, prepare schematic development plans, reconcile facility programming with financial resources and tenant availability, and actively pursue development of a new Civic Center.

Responsible Agency/Department:	Planning and Public Works Department
Timeframe:	2006-2007
Funding:	General fund and redevelopment tax increment
Monitoring:	Planning Department

8. The City, acting by and through its Redevelopment Agency, will actively pursue opportunities for public/private collaboration within the Avenue of Flags Revitalization Area, conduct site selection for a future Civic Center and off-street public parking lots, evaluate reuse opportunities for City owned facilities (e.g., current City Hall, existing library, etc.), provide incentives for private property renovation through property improvement loans and grants, and implement a streetscape improvement program in accordance with the Avenue of Flags /Highway 246 Urban Design Plan.

Responsible Agency/Department:	Planning and Public Works Department
Timeframe:	Ongoing
Funding:	General fund and redevelopment tax increment
Monitoring:	Planning Department

9. The City shall review and update the Community Design Guidelines to be consistent with the Avenue of Flags/Highway 246 Urban Design Plan and to refine architectural themes and impose streetscape standards for the interface between the public and private property (e.g., arcade design, sidewalk planter, etc.). The Community Design Guidelines shall provide guidelines for development throughout the City.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	General fund
Monitoring:	Planning Department

10. The City shall prepare and implement a development impact fee structure to offset the proportional impact of development projects on City services and facilities, and to streamline the existing system for evaluating and mitigating project impacts. Impact fees should be based on the net increase in impacts attributable to the change of use or increase in development intensity on a property and should be collected prior to issuance of land use permits. The fee structure should be updated annually to adjust for changes in City service costs.

Responsible Agency/Department:	Planning Department
Timeframe:	2006
Funding:	General fund
Monitoring:	Planning Department

11. The City shall conduct a Sphere of Influence study to identify planned growth areas to include in the City's Sphere of Influence and indicate the maximum potential geographical boundaries to which the City may grow in the foreseeable future. The Sphere of Influence should conform to an orderly expansion of city boundaries within the planned growth areas and provide for a contiguous development pattern.

    The Sphere of Influence study should contain a comprehensive land use plan that includes:

    a. Pre-zoning (i.e., placing a City zoning designation on a property in the Sphere of Influence prior to annexation of the property;
    b. Means of infrastructure financing and provision;
    c. Adequate open space and parklands;
    d. Habitat preservation; and
    e. Agricultural preservation.

    The Sphere of Influence Study should examine the possibility of designating land in the Sphere of Influence for future cemetery use.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	General fund
Monitoring:	Planning Department

12. The City shall investigate zoning limitations in the Avenue Revitalization Area to preserve the character of Downtown. Potential zoning limitations may include restrictions on the type of commercial use allowed in the Avenue Revitalization Area. In addition, and in furtherance of pedestrian safety and circulation objectives, the City shall amend its Zoning Ordinance to: (i) prohibit drive-through commercial facilities within the Revitalization Area; and (ii) permit such facilities elsewhere within the City subject to issuance of a Conditional Use Permit.

Responsible Agency/Department:	Planning Department
Timeframe:	2006
Funding:	General fund
Monitoring:	Planning Department

13. The City will amend, as necessary, the Zoning Ordinance to include development standards and conditions consistent with the intent and direction of the Land Use Element Policies.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	General fund
Monitoring:	Planning Department

14. The City will explore an amendment to the Zoning Ordinance to establish a minimum lot area for subdivisions and development in the General Commercial (CR) Zoning District, as well as incentives within the Redevelopment Project Area, to promote consolidation of small lots for more comprehensive development.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	General fund
Monitoring:	Planning Department

15. The City will investigate the potential for changing the land use designation and zoning district on properties subject to flooding and with limited public access to Open Space (OS).

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2010
Funding:	General fund
Monitoring:	Planning Department

16. The City will amend its commercial designations to increase site coverage and height limits to be consistent with the planning principles embodied in the Avenue of Flags/Highway 246 Urban Design Plan. These planning principals include ensuring a pedestrian scaled street environment, and orienting storefronts toward the enhanced streetscape of the Avenue.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	General fund
Monitoring:	Planning Department

17. The City may establish a Business License Ordinance with a nominal fee as a means to monitor commercial land use changes, conditions of approval, and mitigation measures.

Responsible Agency/Department:	Planning Department
Timeframe:	2006
Funding:	General fund
Monitoring:	Planning Department

18. The City shall establish standard conditions of approval for all new development to help streamline the land use permit and environmental review process for ministerial projects, Affordable Housing Overlay Zone projects, and other discretionary development projects while protecting public health, safety and welfare.

Responsible Agency/Department:	Planning Department
Timeframe:	2005
Funding:	General fund
Monitoring:	Planning Department

19. The City shall establish an ordinance or standard condition of approval that requires that all utility service, including overhead utilities, for new development be placed underground.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2007
Funding:	General fund
Monitoring:	Planning Department

Circulation Element

Circulation Element

Introduction

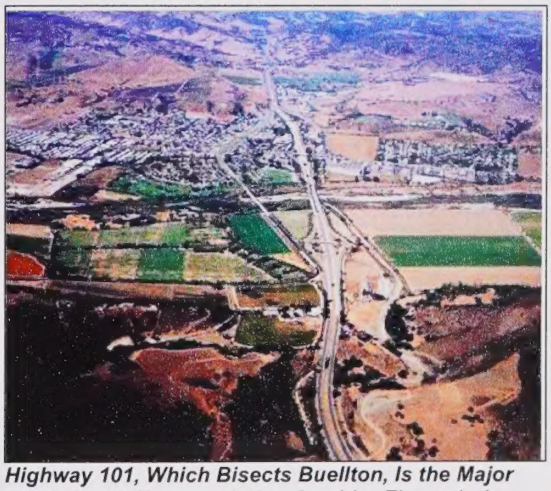
The Circulation Element describes the transportation system serving Buellton, and establishes policies, standards and programs to meet the present and future transportation needs of the community.

The Circulation Element must be consistent with the other elements of the General Plan. The amount, distribution, and timing of growth discussed in the Land Use Element must correspond with the circulation service levels and conditions anticipated in the Circulation Element. The General Plan assumes road improvements anticipated to be implemented within the 20-year planning period. The policy direction regarding the amount, distribution and timing of future development in the City through the year 2025 are described in detail in the Land Use Element.

Based on projections of traffic congestion at key intersections under General Plan buildout conditions, the Circulation Element identifies the need to study future circulation improvements in a Project Study Report (PSR), which will establish appropriate alternatives for major local and regional improvements at the Highway 246 intersections at McMurray Road, and the Highway 101 northbound ramps, and at the Damassa Road/Highway 101 interchange. Major transportation improvements that could be recommended by the PSR include: construction of a new Highway 101 interchange near the northern City limits, the addition of an exclusive right-turn lane on the westbound Highway 246 approach to the Highway 101 northbound on-ramp, and/or improvements to the Highway 246/McMurray Road intersection, including the addition of lanes on the eastbound and westbound Highway 246 approaches to McMurray Road.

The Buellton Circulation System

The circulation system serving Buellton consists of automobile, truck, pedestrian and bicycle facilities. There are no rail or air transportation facilities in or near the City; the automobile remains the primary mode of travel within the City and between Buellton and surrounding areas.

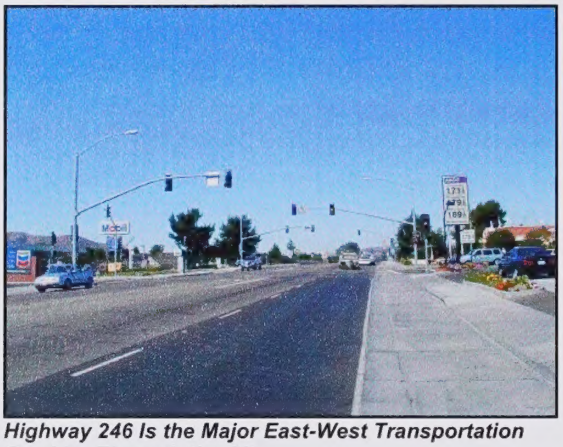


Highway 101, Which Bisects Buellton, Is the Major North-South Transportation Corridor Through the Area.

Streets and Highways

The City of Buellton is located in the Santa Ynez Valley at the intersection of Highway 101 and State Highway 246. Highway 101 is a four-lane, divided highway that serves as the principal coastal route between northern and southern California. There are three freeway interchanges serving Buellton, at Santa Rosa Road, Highway 246 and Damassa Road. There is also a southbound offramp at the north end of Avenue of Flags at Jonata Park Road, and an at-grade interchange on Jonata Park Road about one mile north of the City limits.

State Highway 246 is a rural highway that connects Buellton with the City of Lompoc and Vandenberg Air Force Base to the west, and the City of Solvang and the upper Santa Ynez Valley to the east. Within Buellton, Highway 246 consists of four-lanes with a two-way center left turn lane from Freear Drive west to the City limits. Highway 246 on both the east and west sides of Highway 101 is the major commercial corridor in the City. Outside of urban areas, the highway is primarily two lanes. There are signalized intersections on Highway 246 at the US 101 interchange, at McMurray Road, Freear Drive, and Avenue of Flags.



Highway 246 Is the Major East-West Transportation Corridor Through the City.

In the 1960s, Highway 101 was realigned to the east and improved as a four-lane divided freeway. The old right-of-way was converted to a local commercial street and is now Avenue of Flags, which consists of four travel lanes divided by wide, grassy medians that have come to be identified with Buellton.

The Avenue of Flags/Highway 246 Urban Design Plan, prepared in December 2002, recommends circulation, bicycle, and parking improvements to the Avenue to address vehicle, bicycle, and pedestrian concerns. Vehicle circulation recommendations include alley improvements, truck and RV accommodation, reconfiguring the Jonata Park Road/Highway 101 off-ramp, and improving circulation along Avenue of Flags from Central Avenue to Damassa Road. Parking recommendations include diagonal parking along the Avenue and interconnected off-street parking lots behind street fronting parcels along the east side (refer to "Parking" below for additional discussion of the Urban Design Plan parking concepts). Truck routes and parking would be provided along the portion of the Avenue north of Damassa Road. Pedestrian improvements recommended in the Urban Design Plan are discussed below, under "Pedestrian Circulation". Bicycle improvements recommended in the Urban Design Plan are discussed below, under "Bicycle Circulation".

The City has developed with a hierarchy of local, collector and arterial streets generally in a grid pattern design. The overall condition of the local street system varies, as well as the standard to which streets were originally constructed.

Parking

In addition to parallel on-street parking provided on City streets, the City also requires off-street parking with all new development. The City zoning ordinance requires varying numbers of required off-street parking spaces depending on the land use.

The Avenue of Flags/Highway 246 Urban Design Plan calls for the reconfiguration of the Avenue right-of-way from four to two travel lanes, along with the elimination of median parking, which would slow traffic, provide for more on-street parking and create a more intimate pedestrian-oriented experience within the Avenue of Flags/Highway 246 Urban

Design Plan Revitalization Area[1] (see Figure LU-6). The street reconfiguration would double the amount of on-street parking that is located immediately adjacent to properties that front the Avenue. This added capacity would provide opportunity for inducing new development by reducing on-site parking requirements. This would be particularly important for properties along the west side of the Avenue where shallow lot depths make development problematic. It could also be used to foster mixed-use projects where shared parking is possible. Further efficiencies could be realized through the interconnection of driveways and reciprocal parking at the rear of properties along the east side of the Avenue. The Urban Design Plan also envisions the creation of off-street public parking, including identifiable truck and RV parking, in the Study Area.

Truck and RV Accommodation

Accommodations for truck and RV parking within the Avenue of Flags/Highway 246 Urban Design Plan Revitalization Area will change as the area transitions from its current state to a new, mixed use destination. For the initial phases of street improvements, truck and RV parking will still be allowed along the Avenue at certain locations. However, as street improvements are implemented as called for in the Urban Design Plan and as the area attracts new development and destination uses over time, trucks and RV highway users will be accommodated in off-street public parking lots. RV destination users that need special parking configurations to visit the Avenue will still be provided with parking options in the district.

Transitional designs for the Avenue between Jonata and Damassa

The Urban Design Plan suggests a transitional improvement scenario for the segment of the Avenue between Jonata and Damassa. The near term concept suggests that this area of the Avenue will remain largely traveler-oriented where highway related uses serve visitors seeking easy on-and-off traveler services. The long term concept suggests that this area ultimately transition from a largely auto and highway dominated area to a destination area similar to the balance of the Study Area.

Near Term: Traveler-Oriented Circulation from Central to Damassa

Until the Jonata Avenue intersection is reconfigured, the area between Central and Damassa is planned to serve travelers entering the Avenue. Circulation and parallel parking for trucks and RVs will be retained in this area separate from the core pedestrian oriented district to the south. Highway commercial traffic may be kept outside the core area by providing services in this area, which allows easy access to and from the highway.

Southbound there will be two travel lanes with parallel parking on both sides of the street. Heading northbound there will be one travel lane with parallel parking on both sides. Truck and RV parking will remain on the street in this area. An interim gateway feature is proposed at Damassa.

[1] The Avenue of Flags/Highway 246 Urban Design Plan Revitalization Area generally includes all of the properties fronting the Avenue of Flags on the west side, all properties east of Avenue of Flags up to Zaca Creek. The northern boundary of the Revitalization Area is the Highway 101 off-ramp for Avenue of Flags and the southern boundary is where Zaca Creek passes under the Avenue south of Highway 246.

Long Term: Destination/Pedestrian-Oriented Circulation from Central to Damassa

The long term plan for land uses and circulation improvements between Central and Damassa is aimed at creating a pedestrian-oriented environment. With new intersection improvements at Jonata, better traffic control will allow for destination uses that front along the Avenue. Circulation improvements in the area may include new configuration of travel lanes and on street parking. Southbound, there will be one travel lane with diagonal parking on the west side of the street. Heading northbound, there will be two travel lanes with parallel parking on the east side of the street. Street improvements include new gateway monumentation at the Jonata/Central Intersection, street trees, an enhanced median with pathway, and pedestrian features such as special paving at crosswalks.

Bicycle Circulation

The flat topography, relatively low traffic volumes and compact form of the City make bicycle riding a viable alternative to the use of motor vehicles in Buellton. For these reasons, bicycle circulation should be encouraged as a non-polluting transportation mode for local trips, exercise and recreation.

Although informal trails currently exist along the Santa Ynez River and portions of Zaca Creek, there are currently a very limited number of dedicated bikeways in the City of Buellton (Kyle Abello, Buellton Recreation Coordinator, City of Buellton, Written Communication, February 12, 2004). Improvements to route connectivity and intersection safety, however, would promote bicycle use for transportation and recreation. The City adopted the Buellton Bikeway Master Plan in 1993 and later incorporated it into the Parks and Recreation Master Plan which was adopted in 1995. This plan illustrates a number of proposed bike trials including the "Buellton Loop Trail" which would run along Highway 246 and link Second Street, Central Avenue, McMurray Road, and Freear Drive.

Bicycle use of the Avenue of Flags was also identified as an issue in the Avenue of Flags/Highway 246 Urban Design Plan. The plan includes enhanced bicycle connections between the McMurray Road area and the Avenue. Bicycle parking/racks are also envisioned along the Avenue of Flags to promote bicycle ridership.

High Quality Pedestrian Facilities Have Been Incorporated into New Development in the City.

Pedestrian Circulation

As with bicycle circulation, Buellton's size and character make walking an attractive transportation option. Existing residential neighborhoods in the City are all within relatively short walking distance of shopping and schools, and the primary commercial areas in the City are centrally located.

Almost all of the streets and roadways in the City have been constructed with sidewalks. The potential for an urban trails system exists in Buellton along the Santa Ynez River and the numerous creeks that pass through the City.

Highway 101, which divides the City from north to south, limits east-west pedestrian and bicycle circulation. Children walking to school from the Thumbelina residential neighborhood east of McMurray Road usually travel Highway 246 which leads past a major freeway interchange where the volume and speed of traffic makes walking an unpleasant and potentially dangerous experience. Similarly children walking to school from residential neighborhoods south of Highway 246 must cross Highway 246 to reach Jonata Elementary School or Oak Valley Elementary School, which is also dangerous given the volume and speed of traffic. To enable safe and efficient circulation to the new school site and neighborhood commercial center, one or more new traffic signals will be needed on Highway 246. In addition, a pedestrian bridge crossing of Highway 101 may be needed.

Pedestrian use of the Avenue of Flags was also identified as an issue in the Avenue of Flags/Highway 246 Urban Design Plan. The plan concludes that safe, continuous pedestrian movement can be achieved through the development of new sidewalks at the street edges, a walkway along the center of the Avenue median, a pedestrian walkway along Zaca Creek and enhanced pedestrian and bicycle connections between the McMurray Road area and the Avenue. Improved pedestrian access at Damassa Road, Highway 246 and a potential future pedestrian bridge connection at the east end of Second Street would also help to improve non-vehicular access to the Avenue of Flags area.

Buellton is surrounded by open space and ranchland and is adjacent to the Santa Ynez River. Zaca Creek and Thumbelina Creek pass through the City as tributaries to the River. The creek corridors and surrounding open space provide an opportunity to establish an urban trail system through and around the City. Such a trail system could help provide safe routes to school, and connect the east and west sides of the City.

Public Transit

Santa Ynez Valley Transit (SYVT) is operated by a private contractor under an agreement with the City of Solvang, which is the system administrator under a Memorandum of Agreement (MOA) between the Cities of Buellton and Solvang, and Santa Barbara County. SYVT provides fixed-route and demand-response service. The fixed-route service is available from 7:00 AM to 6:50 PM Monday through Saturday between the City of Buellton and the park –and-ride lot near the Highway 246/154 junction. The demand-response service includes the cities of Solvang and Buellton and the unincorporated communities of Santa Ynez, Ballard, and Los Olivos, and is available Monday through Saturday. The buses are wheelchair accessible, and drivers will assist in boarding. SYVT offers one-way fares and 12-trip booklets, as well as dial-a-ride service.

The Santa Barbara Metropolitan Transit District (SBMTD) initiated the Santa Ynez Valley Express commuter bus service in March 2005. The "Valley Express" consists of four buses that operate Monday through Friday, departing Buellton between 6:20 AM and 7:00 AM, with the last daily bus arriving in Buellton between 5:27 PM and 6:00 PM. The Valley Express stops in Buellton at the corner of the Avenue of Flags/Second Street, and provides service to Solvang and 15 additional stops in the Cities of Goleta and Santa Barbara. The service offers one-way fares, as well as 10-day and 30-day passes.

Additionally, the Central Coast Shuttle Services, Inc., provides services from Santa Maria and Buellton to Los Angeles International Airport. Greyhound Lines, Inc. also operates inter-city bus service, providing two daily round trips linking Buellton, Lompoc and Santa Maria with destinations to the north and south county.

Circulation Element Map

Figure C-1 is the Circulation Element Map for the City of Buellton. The map describes improvements to the circulation system necessary to meet the present and future needs of the City in support of the land uses described in the Land Use Element. The Circulation Element Map assigns a roadway classification to the streets and highways serving the City, which are described below (refer to Figure C-2 for standard roadway cross sections in the City):

Local Streets

Local streets serve adjacent properties, only, and carry little through traffic and low traffic volumes. Speed limits on local roadways normally do not exceed 25 miles per hour. New local streets should generally have a right-of-way of 60 feet in width.

Collector Streets

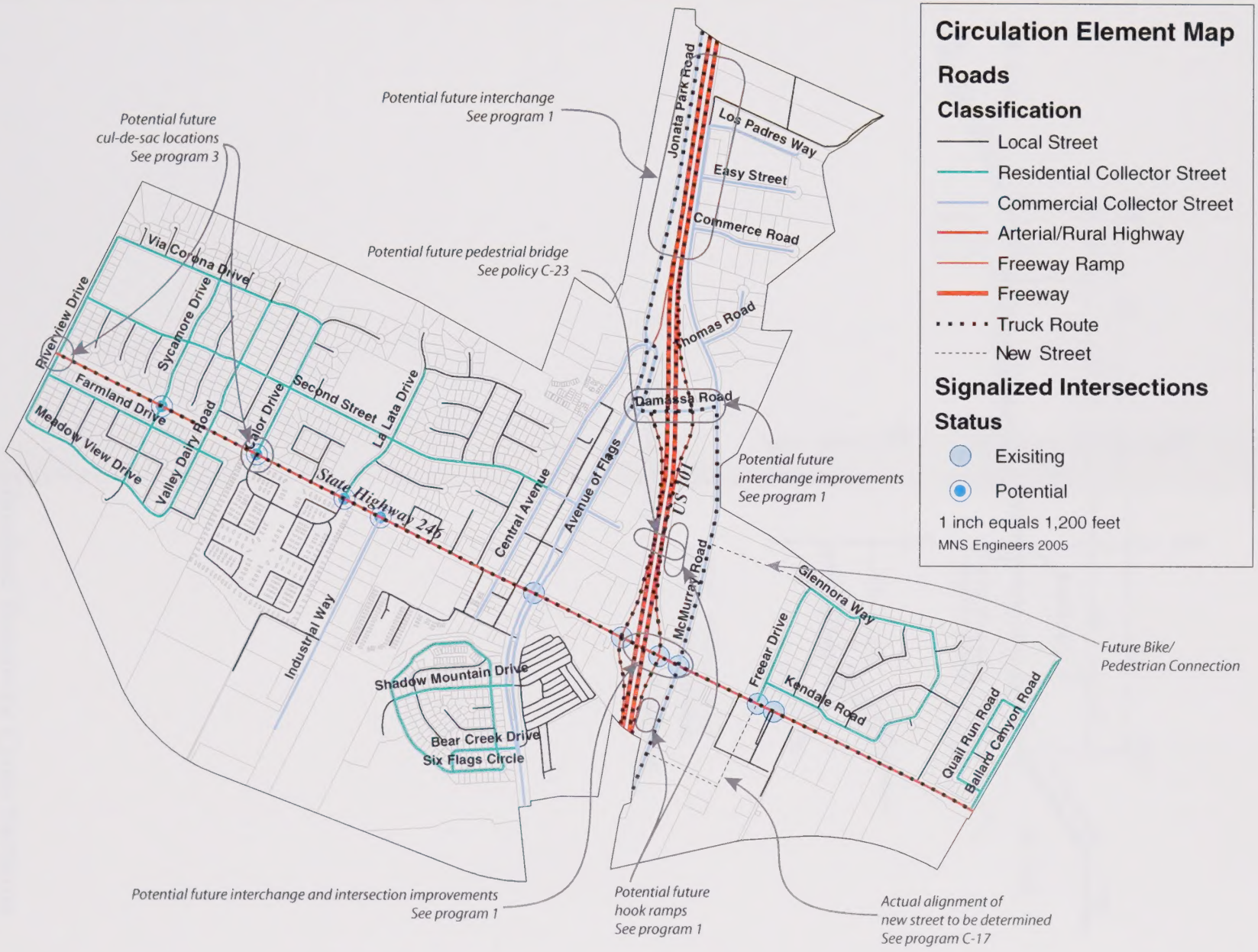
Collector streets provide a link between local streets and roadways with higher traffic capacity, such as arterials and highways (see below). Usually, several local streets will connect to a common collector street. Collectors may also serve adjacent properties. Generally, collectors carry light to moderate traffic volumes, and speed limits are usually between 25 to 45 miles per hour. The Circulation Element distinguishes between two types of collector streets.

Residential Collectors

Residential collectors provide the connection between local streets serving residential neighborhoods and the arterials and commercial collectors that provide connections to other parts of the City. Residential collectors are intended to carry higher traffic volumes than local streets, but lower volumes than commercial collectors or arterials. Speed limits on residential collectors normally do not exceed 25 miles per hour. Roadways designated as residential collectors by the Circulation Element include Calor Drive and Second Street.

Commercial/Industrial Collectors

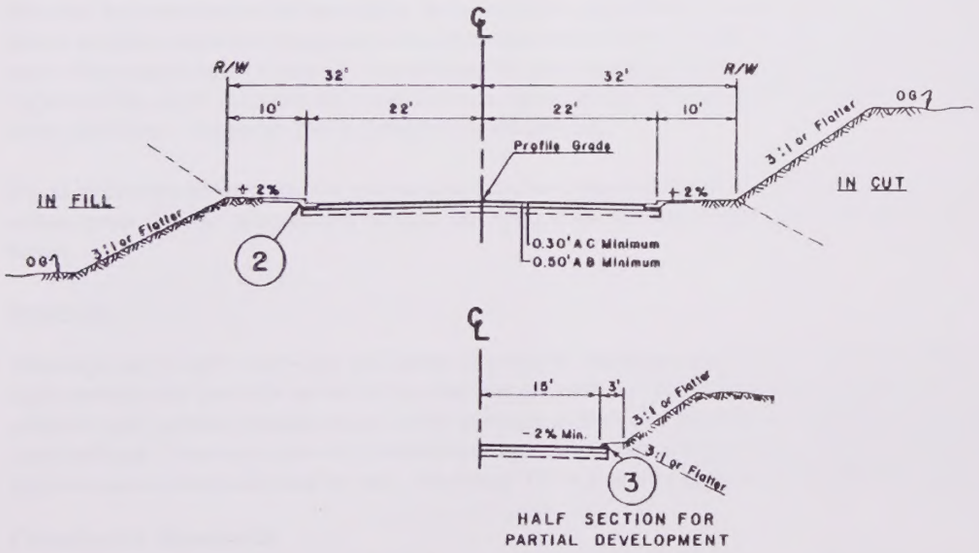
Commercial collectors are intended to provide access to commercial areas from arterials and the freeway. Commercial collectors carry higher traffic volumes than local commercial streets and may serve as a 'minor arterial' in areas where commercial traffic is shared with traffic utilizing the freeway interchanges and Highway 246. The Avenue of Flags and McMurray Road, among others, are designated as commercial collectors.



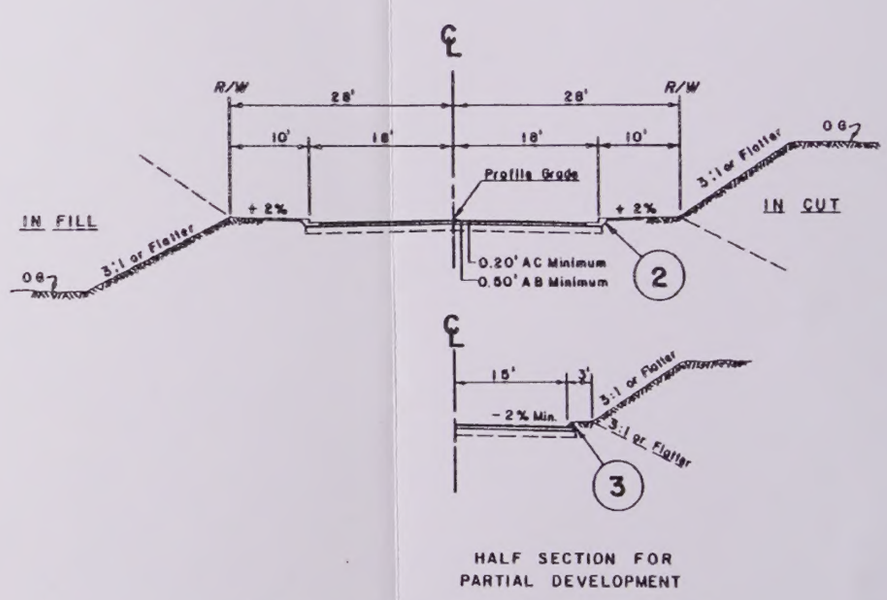
Source: MNS Engineers, Inc. and City of Buellton., June 2005

Circulation Element Map

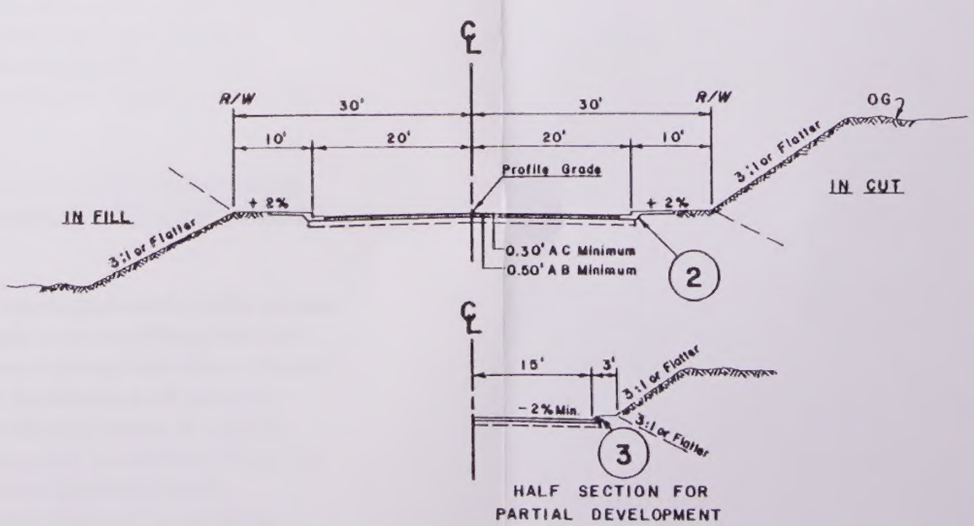
Figure C-1



64' Industrial Street



56' Secondary Residential Street



60' Primary Residential Street

Standard Roadway Cross Sections

Figure C-2

Source: County of Santa Barbara, 1987.

Arterial Roadways and Rural Highways

Arterial roadways are fed by local, collector and other arterial roadways, and provide for cross-City travel. Arterials carry larger volumes of traffic, and usually consist of two to four lanes divided by a median or left-turn lane. Because of the high traffic speeds and traffic volumes, no direct access to adjacent properties should be provided from arterials, except where access to more than one property may be consolidated in safe locations. Such access may be restricted to right-turn-in, right-turn-out only movements. Speed limits on arterials are usually at least 40 miles per hour. Highway 246 is classified as an arterial.

Rural highways serve a similar role as arterials, but primarily provide connections between urban areas. Traffic volumes are similar, but speeds are usually higher (up to 55 miles per hour).

Freeways

Freeways serve both inter-City and intra-City travel. Freeways carry high volumes of traffic at high speeds, and provide no access to adjacent properties. Traffic is carried to freeways by collector and arterial streets; access to the freeway is then provided by on-ramps, rather than intersections. Freeways provide connections to other regional highways and usually have the highest speed limits allowed by law. Highway 101 is the only freeway in the Buellton area.

Circulation Standards

The most often used indicator of the ability of a roadway or intersection to accommodate traffic is Level of Service (LOS), which sets a standard based on a scale from LOS "A", free-flow conditions, to LOS "F", which refers to unstable conditions approaching gridlock. A more complete description of each Level of Service standard is contained in the General Plan Update Baseline Report.

All of the signalized intersections within the City currently operate at LOS B or better during the P.M. peak hour periods. The delayed movements at all the unsignalized City intersections operate at LOS C or better during the P.M. peak hour period.

It should be noted, however, that although all of the study area intersections technically operate at acceptable levels of service, the intersection of Jonata Park Road/Avenue of Flags has been identified as problematic due to safety concerns. The intersection of Jonata Park Road/Avenue of Flags is located immediately adjacent to the U.S. Highway 101 southbound off-ramp to Avenue of Flags, which presents a potential safety hazard due to the high speed of vehicles exiting the highway and the angle of right-turns from the off-ramp onto Jonata Park Road. In addition, to improve general circulation through the City and relieve potential future congestion on Highway 246, the City anticipates the need for future roadway connections between McMurray Road and Highway 246 at approximately Freear Drive (behind the Buellton Town Center shopping center).

Several intersections in the City are forecasted to operate at an unacceptable LOS D or worse with General Plan buildout traffic. These intersections include the Highway 246 intersections at Industrial Way (northbound approach only), Avenue of Flags, McMurray Road, and the

Highway 101 northbound ramps, and the Damassa Road/Highway 101 intersection at the westbound through/right-turn lane and eastbound through/left-turn lane. Programmatic implementation of transportation infrastructure improvements, including improvements to the Highway 101/Damassa Road interchange, Highway 101/ Highway 246 interchange, Highway 246/McMurray Road intersection (lane additions), and/or Highway 246/Industrial Way intersection (signalization), would return traffic levels of service to acceptable levels. Future development projects in the City would be required to pay a fair share of the cost of identified improvements to mitigate their incremental impacts.

Circulation Goals, Policies And Programs

Goals

1. Establish a safe, balanced, and efficient circulation and pedestrian system that serves all segments of the community, preserves the City's small City character and quality of life, and plans for anticipated growth.

2. To encourage the use of alternate forms of transportation other than the automobile.

3. To foster revitalization of the Avenue of Flags.

Policies

General Policies

C-1 The City should support county-wide and local programs to reduce the number of vehicle trips associated with employment, school attendance and shopping.

C-2 Facilities that promote the use of alternate modes of transportation, including bicycle lanes and connections, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated where feasible into new development, and shall be encouraged in existing development.

C-3 The City will continue to support the policies and programs of the Santa Barbara County Congestion Management Plan.

C-4 New development shall be required to dedicate easements and incorporate circulation features promoted in the Avenue of Flags/Highway 246 Urban Design Plan or otherwise contribute toward the cost of completing such features at a later date. These circulation features include: (i) creation of secondary access along the Avenue of Flags between Highway 246 and Damassa Road, interconnecting parking lots at rear of parcels along the easterly side of the Avenue; (ii) improvement of the existing alleyway for parcels along the westerly side of the Avenue; and (iii) development of a pedestrian walkway along Zaca Creek.

Streets Policies

C-5 Level of Service "C" or better traffic conditions shall generally be maintained on all streets and intersections, lower levels of service may be accepted during peak times or as

a temporary condition, if improvements to address the problem are programmed to be developed.

C-6 The street system in new residential neighborhoods should have safe and logical connections to the existing street pattern. New local streets shall be consistent with the goals, policies and programs of the Land Use Element of the General Plan.

C-7 The City should discourage new commercial or industrial development that allows customers, employees or deliveries to use residential streets. The circulation system should be designed so that non-residential traffic (especially truck traffic) is confined to nonresidential areas.

C-8 The City should manage the street network so that the standards presented in policy C-10 are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.

C-9 The number of new driveways on Highway 246 should be minimized.

C-10 The following standards apply to the streets and truck circulation routes shown on Figure C-1.

ROADWAY STANDARDS

Type of Street	Land Use Served	Example
Local Residential	Adjoining residential uses	Sharon Place
Residential Collector	Sub-city residential areas	Calor Drive
Commercial Collector	Sub-city commercial and industrial areas	Avenue of Flags, McMurray Road, Industrial Way
Arterial/Rural Highway	Citywide and regional land uses	Highway 246
Freeway	Regional and State lands	US 101

C-11 Truck circulation routes shall be as described by Figure C-1.

C-12 Traffic calming measures shall be implemented at all arterial approaches to the City. Such measures shall be designed to slow traffic entering City Limits and enhance pedestrian, bicyclist and motorist safety.

Transit Policies

C-13 Public transit to surrounding communities should be encouraged.

C-14 A ridesharing program shall be expanded as appropriate in Buellton to encourage carpooling for trips to other communities.

Parking Policies

C-15 Parking and storage for recreational vehicles and boats should be provided so as not to compete with or diminish the availability of off-street parking is available for passenger

vehicles. In particular, RV and boat parking within the Avenue Revitalization Area should be accommodated as recommended in the Urban Design Plan.

C-16 The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street. The City may reduce required off-street parking for projects that employ transit demand management strategies that reduce vehicle trips to the site, where there is on-street angular parking along the Avenue of Flags, and for mixed use shared parking. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically evaluated and adjusted, if necessary.

Bicycle Circulation Policies

C-17 The City shall support safe and effective connectivity between adjacent neighborhoods for all new development and shall pursue such connectivity for existing neighborhoods, where necessary and appropriate (e.g., provision of a bicycle/pedestrian connection between the Thumbelina neighborhood and Ballard Canyon Road).

C-18 The City shall revise and implement the Buellton Bikeway Master Plan, and promote the goals of establishing a continuous bicycle/walking network around the City connecting with other nearby communities where possible, improving bicycle safety, convenience and awareness, increasing commuter and recreational opportunity with emphasis on environmental enhancement, and providing for thorough implementation of the Bikeway as described in the Bikeways Master Plan.

C-19 Existing and planned bikeways are described in the Buellton Bikeways Master Plan. The Bikeway network should be developed when:

a) street sections are repaved, restriped, or changes are made to its cross-sectional design,
b) street sections are being changed as part of a development project,
c) new development or expansions of existing development are on or adjacent to property where planned bikeway improvements are located, or
d) the construction of bike lanes or paths is called for by the City's Capital Improvement Plan.

C-20 In the process of considering development proposals the City shall use the full amount of discretion authorized in the municipal code and CEQA for setting conditions of approval to require new development to provide bicycle storage and parking facilities on-site as well as reserve an offer of dedication of right-of-way necessary for bikeway improvements.

C-21 The City should encourage that bike racks are installed on regional transit vehicles.

C-22 New ridesharing facilities in the City shall include bike lockers and/or racks.

Pedestrian Circulation Policies

C-23 The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers such as shopping areas, schools, and recreation.

C-24 New development should provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.

C-25 Pedestrian crossings at heavily traveled intersections should be made as safe as possible. Crossing controls should be installed when traffic levels or pedestrian demand warrants, or as a result of demand modeling.

C-26 A pedestrian/bicycle crossing of the 101 freeway should be considered as a supplement to Highway 246 as determined by the Buellton Planning Commission and City Council. Possible locations are the easterly extension of Second Street to McMurray Road, and/or widening and enhancing the Damassa Road or Highway 246 overpasses to safely accommodate bicycles and pedestrians.

C-27 Establish and maintain safe paths to school for pedestrian and bicycle traffic.

Programs

It should be noted that the program timeframes identified below represent tentative estimates. Actual timeframes for program implementation will depend upon staff and funding availability, and other factors.

1. The City shall pursue funding and preparation of a Project Study Report (PSR) for the entirety of the Highway 101 and Highway 246 corridors through the City to identify appropriate alternatives for local and regional improvements to address projected future traffic congestion at the Highway 246 intersections at McMurray Road, and the Highway 101 northbound ramps, and at the Damassa Road/Highway 101 interchange. The cost of the PSR shall be added to the City's traffic mitigation fee program. The PSR shall investigate the following potential future improvements to these facilities:

    - Construction of a new Highway 101/Jonata Road interchange at the northerly City limits. Implementation of the future Highway 101 interchange option at the northerly City limits should be coordinated with land use and development plans related to Key Sites I and II.
    - Improvements to the Highway 101/Highway 246 interchange, including the addition of an exclusive right-turn lane on the westbound Highway 246 approach to the Highway 101 northbound on-ramp.
    - Improvements to the Highway 246/McMurray Road intersection, including the addition of lanes on the eastbound and westbound Highway 246 approaches to McMurray Road.
    - Improvements to the Damassa Road interchange between McMurray Road and Avenue of Flags to accommodate projected traffic flows at buildout and pedestrian circulation. Interchange improvements should consider intersection operations (and

possible improvements) at the Damassa Road/Avenue of Flags intersection and the Damassa Road/McMurray Road intersections. Pedestrian circulation improvements should consider widening the overpass or limiting vehicle use of the overpass.

- Widening of the two-lane segment of McMurray Road between Highway 246 and Damassa Road.
- Construction of a roadway interconnection behind Albertsons shopping center to better integrate and provide secondary access for adjacent parcels back to Highway 246 and to relieve congestion on the Highway 246 intersections with McMurray Road and the Highway 101 ramps.
- Implementation of northbound Highway 101 hook ramps to and from McMurray Road south or north of Highway 246. Access linkage between Highway 101 hook ramps north of Highway 246, at Second Street, and the Oak Springs Village Specific Plan site should be evaluated.
- Reconfiguration of the Jonata Road/Central Avenue/Highway 101 off-ramp to improve safety and calm traffic exiting Highway 101. The reconfiguration may include one of the following improvements: a 4-way stop; realignment of the 101 off ramp at Jonata Park Road; the addition of median left turn channelization for autos to merge onto the Avenue (see Figures C-3 and C-4 below).

Responsible Agency/Department:	Planning Department, Public Works, Caltrans
Timeframe:	Initiate 2005-2006
Funding:	Developer fees, Measure D funds, other sources
Monitoring:	Planning Department

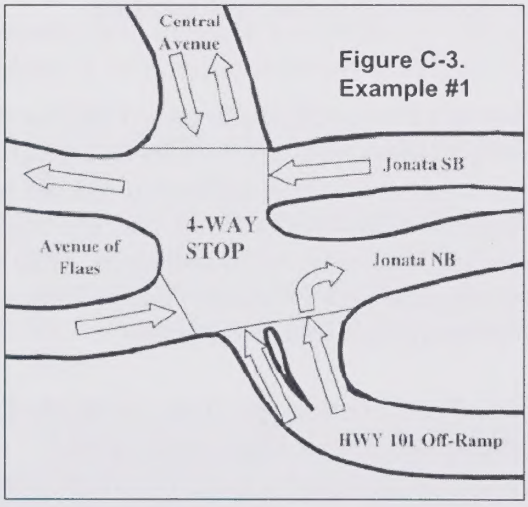


Figure C-3. Example #1

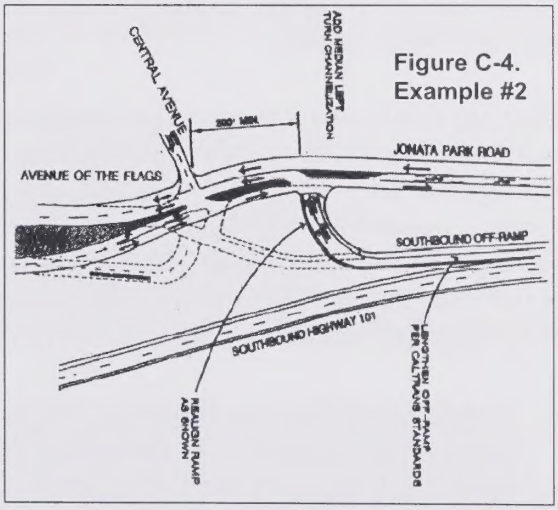


Figure C-4. Example #2

2. The City should annually monitor traffic conditions at key intersections and interchanges, including the Highway 246 intersections at McMurray Road, and the Highway 101 northbound ramps, and at the Damassa Road/Highway 101 interchange to determine the timing of future traffic facility improvements as identified in the Project Study Report (PSR) (refer to Program 1). Monitoring should consist of traffic counts conducted during peak travel periods at these intersections, a review of the City's progress toward land use buildout and associated traffic implications, and an assessment of the availability of funds for improvements to these intersections and

interchanges. The traffic monitoring should be coordinated with the annual review of the City's Housing Element.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	Annually, beginning in 2006
Funding:	General fund
Monitoring:	Planning Department

3. As new development occurs, the intersections of Highway 246 with roadways west of Avenue of Flags, including Sycamore Drive and La Lata Drive shall be periodically monitored to evaluate the need for a traffic signal or other arrangements to accommodate safe traffic and pedestrian circulation. As a demonstration project, the City should divert Highway 246 side street traffic to Sycamore Drive by creating cul de sacs at the northern and southern Riverview Drive and Calor Drive approaches to Highway 246. As warranted, the City should implement part of the West End Transportation Plan by signalizing intersections, including Sycamore Drive.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	2005-2010
Funding:	Developer fees, Measure D funds, other sources.
Monitoring:	Planning Department, Public Works

4. The City will adopt traffic mitigation fees to be charged to new development to help provide roadway, bikeway, and pedestrian improvements necessitated by such development.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	2005-2010
Funding:	Developer fees
Monitoring:	Planning Department, Public Works Department

5. The City should update at least every 5 years, the Public Facilities and Services Element of the General Plan and the Capital Improvement Plan for circulation improvements consistent with this Element.

Responsible Agency/Department:	City Manager's Office, City Engineer's Office, Planning Department, Public Works Department
Timeframe:	Ongoing
Funding:	Developer fees, General Fund, ISTEA monies and other sources
Monitoring:	Planning Department, Public Works Department

6. The City of Buellton should work with the City of Solvang, Caltrans, the County of Santa Barbara, and SBCAG to resolve future and existing traffic congestion concerns along the existing two-lane segment of Highway 246 extending east from the Buellton City Limits to the City of Solvang. The cities, Caltrans, the County of Santa Barbara, and SBCAG should study the feasibility of a four-lane segment through this area and/or a

secondary by-pass. Both cities, Caltrans, the County, and SBCAG should explore funding options for their share of future improvements for this segment.

Responsible Agency/Department:	Planning Department, Public Works Department, Caltrans
Timeframe:	As needed
Funding:	Developer fees, Measure D funds, other sources
Monitoring:	Planning Department, Public Works Department

7. To maintain the standards described in policy C-10, the City should, as necessary and as determined by Caltrans and the City Engineer:

- Institute programs that encourage the use of alternate forms of transportation.
- Make changes within existing roadways to improve safety and traffic flow, including:
  - remove on-street parking,
  - restripe a street including the addition of bike lanes,
  - synchronize traffic signals,
  - install turn pockets at intersections,
  - construct center turn lanes or median islands, or
  - consider the selective widening of streets to improve safety and efficiency.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	Ongoing
Funding:	Developer fees, Measure D funds, other sources
Monitoring:	Planning Department, Public Works Department

8. A Transportation Demand Management Plan shall be required to be submitted as part of the project proposal for all new, or expanding, non-residential discretionary projects over 100,000 sq. ft. The plan shall be active throughout the life of the project. The plan shall be site specific for the proposed development, and include:

a) An analysis of the expected travel behavior or employees and visitors to the site.
b) A description of the existing transportation/circulation system in the project vicinity.
c) A description of all feasible strategies that would be incorporated into the project to support on-site trip reduction efforts.

Feasible vehicle trip reduction strategies may include:

- targets for an increase in average vehicle ridership for employees,
- incentives for carpooling, transit ridership, and/or bicycling for employees and/or customers,
- worker/customer transit incentives. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership,
- accommodating local shuttle and regional transit systems,
- providing transit shelters,

- providing secure storage lockers for bicycles at a ratio of one locker per ten employees,
- establishing a park-and-ride lot consisting of twenty spaces, consistent with the requirements of Caltrans, or
- including landscaping in parking lots which incorporates canopy trees to shade parked cars and reduce fuel evaporation from parked cars.

Responsible Agency/Department:	Planning Department
Timeframe:	Ongoing
Funding:	Permit and subdivision application fees
Monitoring:	Planning Department

9. The City will work with SBCAG, APCD and other interested parties to expand the rideshare program for Buellton. A rideshare lot shall be implemented on the east side of the Avenue of Flags, south of Highway 246, and will contain 33 parking spaces.

Responsible Agency/Department:	Planning Department, SBCAG, Transit Authority
Timeframe:	Ongoing
Funding:	Ridership fees, State Highway funds
Monitoring:	Planning Department

10. The City shall work with the regional public transit authority, SBCAG and other interested parties to improve public transit between Buellton and surrounding communities. Among other efforts, the City shall continue to help identify buses for Santa Ynez Valley Transit. In addition, the City shall work with Santa Ynez Valley Transit, Santa Barbara Air Bus, Central Coast Shuttle Services, Greyhound, and SBCAG to investigate the feasibility of a transit center within the City that is close to residential and employment centers.

Responsible Agency/Department:	Planning Department, SBCAG, Transit Authority
Timeframe:	Ongoing
Funding:	Ridership fees, State Highway funds
Monitoring:	Planning Department

11. New development shall be required to dedicate an easement for a walking/bicycle path as illustrated on Figure 8 and in the Bikeways Master Plan.

Responsible Agency/Department:	Planning Department, Public Works Department, Parks and Recreation Coordinator
Timeframe:	Ongoing
Funding:	Developer Dedications
Monitoring:	Planning Department

12. The City shall use traffic mitigation fees, park in-lieu fees, in addition to actively seeking and using related grant sources, and/or developing new funding sources for designing and installing the walking/bicycle paths, and for obtaining new easements where necessary to achieve better connectivity between adjacent unconnected neighborhoods.

Responsible Agency/Department:	Planning Department, Public Works Department, Parks and Recreation Coordinator
Timeframe:	Ongoing
Funding:	Developer fees, park in-lieu fees
Monitoring:	Planning Department

13. Consistent with APCD standards, the City shall require new development to utilize the Best Available Control Technology (BACT) for all new emission sources. Implementation of these control technologies shall be applied through the review of new development projects and through the Air Pollution Control District's permitting and environmental review process.

Responsible Agency/Department:	Planning Department, APCD
Timeframe:	Ongoing, during development review
Funding:	Permit and subdivision application fees
Monitoring:	Planning Department, APCD

14. To reduce air quality impacts associated with construction activities, the City shall revise its zoning and/or grading ordinance to require the following conditions for project approval:

- Water the site and the equipment in the morning and afternoon.
- Spread soil binders on the site, unpaved roads and parking areas.
- Re-establish ground-cover on the construction site.
- Wash trucks leaving the site.
- Properly tune and maintain all equipment.
- Use low-sulfur fuel for equipment.
- Configure construction parking to minimize conflicts with street traffic.
- Minimize obstruction of through-traffic lanes.
- Schedule operations affecting major roadways for off-peak hours.

Responsible Agency/Department:	Planning Department
Timeframe:	2005-2010
Funding:	General Fund
Monitoring:	Planning Department

15. The City shall review and update the Bikeways Master Plan as necessary to be consistent with the policies of this Circulation Element. The update to the Bikeways Master Plan will consider the removal of barriers to bikeway and pedestrian movement along the north side of Highway 246 adjacent to the Thumbelina Subdivision.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	2005-2010
Funding:	General Fund
Monitoring:	Planning Department

16. Avenue of Flags should be reconfigured from four to two travel lanes in accordance with the Avenue of Flags/Highway 246 Urban Design Plan (See Figure C-5 below) and

implemented in phases taking into account the location and timing of new development, availability of funds and priorities set forth in the Plan.

Responsible Agency/Department:	Planning Department, Public Works Department
Timeframe:	2005-2010
Funding:	General Fund
Monitoring:	Planning Department

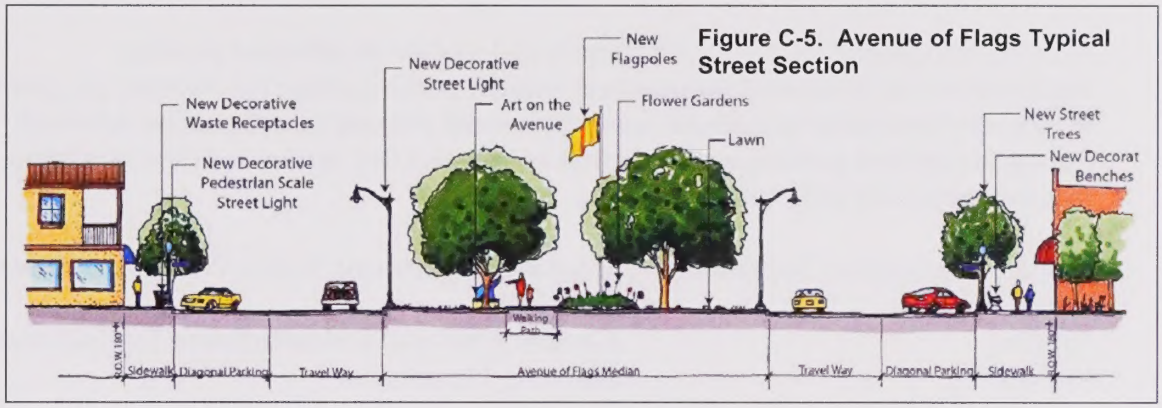


Figure C-5. Avenue of Flags Typical Street Section

17. On-street diagonal parking should be installed on both sides of the Avenue between Highway 246 and Damassa Road as envisioned in the Avenue of Flags/Highway 246 Urban Design Plan (see Figure C-6 below), and parallel parking along the center median and east side of the Avenue should be installed between Central Avenue and Damassa Road.

Responsible Agency/Department:	Planning Department/Public Works Department
Timeframe:	2005-2010
Funding:	General Fund
Monitoring:	Planning Department

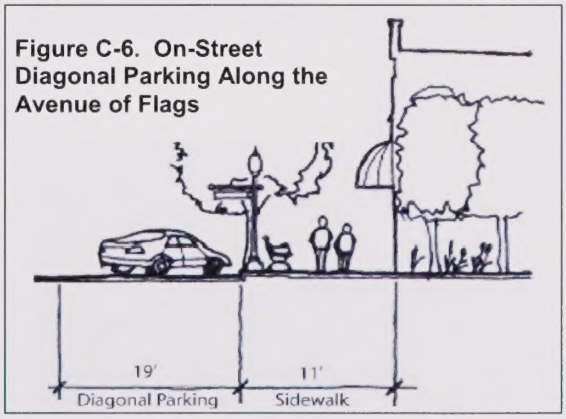


Figure C-6. On-Street Diagonal Parking Along the Avenue of Flags

18. Public parking lots, as well as Recreational Vehicle (RV) and truck parking areas within the Avenue Revitalization Area should be identified and developed as a means of supplementing on-street parking and accommodating more visitors as the Avenue

becomes a destination attraction in the future. Of particular importance is creating parking capacity in the vicinity of Second Street and Avenue of Flags.

Responsible Agency/Department:	Planning Department/Public Works Department
Timeframe:	2005-2010
Funding:	General Fund
Monitoring:	Planning Department

19. The City will amend its Zoning Ordinance and update its off-street parking requirements to: (i) account for on-street angular parking along the Avenue; (ii) provide allowances for shared and mixed uses; (iii) reward projects for efficiencies achieved through reciprocal parking and driveway access; and (iv) require residential parking requirements to be fully satisfied on-site.

Responsible Agency/Department:	Planning Department/Public Works Department
Timeframe:	2005-2010
Funding:	General Fund and Redevelopment Tax Increment
Monitoring:	Planning Department

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